

CA30NHQ60
81H31

HAMILTON PUBLIC LIBRARY



3 2022 21292978 6

HAMILTON PUBLIC LIBRARY

JAN 20 1982

GOVERNMENT DOCUMENTS

L HAMILTON BEACH
IN
RETROSPECT



Digitized by the Internet Archive
in 2023 with funding from
Hamilton Public Library

<https://archive.org/details/hamiltonbeachinr00unse>

HAMILTON BEACH
IN
RETROSPECT

REPORT OF THE HAMILTON BEACH
ALTERNATE, COMMUNITY AND
HISTORY PROJECT

Summer 1981

Lewis D. McCowell
Joan L. Pikor
Winsome M. Cain,
Project Manager

CONTENTS

	Page
Acknowledgement	
Introduction	1
The Study Area: Hamilton Beach by Winsome Cain	2
Indian Era by Lewis McCowell	4
The Late Recreational Years by Joan Pikor	21
Hamilton Beach: After Annexation	34
Official Plans 1969-1980	36
The Skyway Bridge	38
Contemporary Developments 1970s - 1980s by Winsome Cain	45
"Problems, Problems, Problems": The Seventies - The Eighties by Joan Pikor	50
Survey Results: Summer 1981	58
Recommendations	69
Conclusion	71
Appendix	72
Footnotes	98

ACKNOWLEDGEMENT

This report would not have been successfully completed without contributions from the following individuals and institutions:

Institutions

Brant Museum, Burlington
Burlington Public Library
Hamilton Public Library, especially the Special Collection Room
Ontario Archives
McMaster University, Urban Documentation Centre

Government Institutions and Departments

City of Burlington, Planning Department
Hamilton City Hall, Real Estate Department
Planning Department
City Clerk's Office
Hamilton Harbour Commissioners
Hamilton Regional Conservation Authority
Ministry of Environment, Hamilton
Ministry of Transportation and Communications

Individuals

Rev. T.M. Bailey, Head of the Lake Historical Society
Constable Darryl Buckle, Region of Hamilton-Wentworth Police Department
Sheila Copps, M.P.P., Hamilton East
Mr. E.R. Dufresne, Ministry of Transportation and Communications
Leslie Green
Sue Goodman, Social Planning and Research Council of Hamilton
Brian Henley, Hamilton Public Library
Martin Lewis, Hamilton Historical Board
Fred Lombardo, Alderman
David Mitchell, McQuesten Legal and Community Services
Cathy Moulder, Urban Documentation Centre
Mr. Shopeff and Mr. Natsen, Ministry of Transportation and Communications
Ben Vanderbrug, Hamilton Regional Conservation Authority
Chris Vandercest, Hamilton Hydro Company
Jamie Robinson, Summer Canada, East End Project Manager
All Hamilton Beach Residences - especially Mrs. Willson, Mrs. Sweet,
Mrs. O'Brien, Mr. Cassal, Mrs. Love, Mrs. Jento
Hamilton Beach Preservation Committee
David Godley
Cedric LiCorich

INTRODUCTION

This report will describe and explain historical and contemporary changes along Hamilton Beach area. An emphasis will be placed on Hamilton Beach community and its transformation over the years. After completing these tasks a few conceptualised recommendations will be made. The time and financial constraints have inhibited one from elaborating on all the developments within the area. But one will however, elaborate on most of the important developments. Ones research information was obtained from published, as well as, unpublished material and in some instances the senior residences were important sources. Owing to the unique history of Hamilton Beach, the changes within the community, and the purpose of our report, these various information sources are of great importance.

Hamilton Beach has a long history, therefore to maintain clarity we will describe the chronological developments in four periods. These periods were (1) the pre 1900's; (2) the pre World War II 1900's - 1940's; (3) the post World War II 1950's - 1960's; (4) the contemporary period 1970's - 1980's. Finally the results of our community survey will be presented. It is hoped that this report will give a complete portrayal of Hamilton Beach as it was, and as it is today.

THE STUDY AREA: HAMILTON BEACH

Hamilton Beach is a four mile long sandspit which partially separates Hamilton Bay from Lake Ontario (see Map 1, Appendix D:1). Deposits of sand caused by wave and wind action led to the formation of two spits: one beginning south of the Windemere Basin cut-off and the other in a northerly direction, called Burlington. The two spits never joined but instead formed a natural inlet.¹ The channel to this inlet, was in the nineteenth century replaced by the man-made Burlington Canal. The Boscule Bridge later became the main routeway across the canal. This bridge was replaced by the Burlington Lift Bridge during the 1950's.² Hamilton Beach is a unique area and this section will briefly outline aspects of its uniqueness. In addition one will introduce the various periods and types of changes Hamilton Beach has experienced over the years.

These changes occurred in four periods: the early development stage - pre 1900's; the pre-World War II - 1900-1940's; the post World War II and finally the contemporary period 1970-1980's. Socio-economic changes were prominent in every era. The pre 1900's saw Indian activities along the Beach. White settlers were introduced to the area during the late eighteen hundreds. By the early 1900's the area became a summer resort for wealthy residents from adjacent areas. The post World War II period saw a series of changes which included the gradual transformation from summer residents to year round permanent residency.³ During this same period the socio-economic composition changed from wealthy summer residences to middle and lower working class residences.

Finally the area approaches another series of changes in 1970-1980's. Activities such as Hamilton Beach Land Acquisition Programme; development of Hamilton Harbour and the expansion of the Queen Elizabeth Way have a tremendous impact on the Beach community. The Land Acquisition Programme ultimately aims at transforming the area from residential to a parkland or recreational area.⁴ Hamilton Harbour provides ideal port facilities for industrial and other economic activities. The existing facilities now working at full capacity are scheduled for future expansion. These expansion plans include building new piers adjacent to the Hamilton Beach. Today, pleasure boating is still permitted, but unlike the 1930's, industrial shipping and receiving ranks first among all the Harbour's activities.⁵

Since the construction of Burlington Skyway Bridge in 1958, traffic volumes have increased steadily over the years. Today the use of Burlington Skyway Bridge far exceeds its capacity to handle industrial and commuter traffic. Future expansion plans are scheduled for the 1980's. Initially 98 Beach houses were bought for this 1958 construction, and more houses will be bought for the future expansion. Hence the expansion programme, will have a direct impact on Beach residents.⁶ All the above factors contribute to the uniqueness of this area. Its geographical location has made the Hamilton Beach a key link in Hamilton's transportation network. This sandspit has accommodated a diversity of land uses, and has attracted a myriad of people from various social classes. Recent demographic trends also add to its uniqueness (see Appendix C:2).

The consistent and gradual decline in population is also unique. Graph 1 shows a gradual decline in population for all age groups (see Appendix C:1). In this decline, the trend for most age groups remains the same. For example the age group 41-64 always maintains the highest percentage of the population over the years. The same trend is exhibited in age group 5-13 which has the second highest percentage (see Appendix C:2) Before concluding its important to note the gradual percentage decline of the age group over 64 (see Appendix C:2). In contrast the age group 41-64 has remained at 29.3 percent for the 1978 and 1980.⁷ According to the City's information the total population has declined from 1,788 in 1978 to 1,512 in 1980; the census material shows a similar decline over a longer period⁸ (see Appendix C:3). These changes outlined above have created the different community from the early 1900's. With this in mind, we will now look at development during the pre 1900's.

INDIAN ERA

Long before the first white settlers appeared in Upper Canada, Hamilton Beach was known to local Indians as "Daonasedao" - "where the sand forms a bar". This unique formation of sand and gravel dividing lake and bay, functioned as a natural land bridge and highway for the various tribes travelling through the area. While there is no evidence of any permanent Indian habitation on the Beach, it is clear that the tree covered sandstrip was occasionally visited for its abundant fish and game. Frank Wood, in his 1915 article, "Indian Relics Found in Hamilton", implies that the Beach was also a convenient meeting place for local tribes engaged in trade.

The Beach ... was a great resort of the Indians, who dug pits at intervals along nearly its whole length ... the ground around (them) is burned black from camp fires. ¹

Another historian, the Rev. Peter Jones, in his History of the Ojibwa Indians gives a slightly different interpretation - a military one - to the origin and function of the large holes along the Beach:

There are traces of Indian fortifications at short distances along the whole length of the sandstrip where holes had been dug into the sand and breast-work thrown around them. They are about twenty feet in diameter but were originally much larger. ²

It is certain that the long narrow sandstrip was the scene of at least one Indian battle. The 19th century discovery of two large burial mounds on the Beach is sufficient grounds to support this belief. When the actual battle (or battles) occurred is difficult to discern. Sometime in the late 1690's the once powerful Iroquois were driven out of southern Ontario* by the Ojibwa (Mississauga) of the area north of Lake Huron. The skirmishes between these two tribes were extremely bloody. Peter Jones points to the large mounds of human bones at the southern and northern ends of Burlington Beach as evidence of the intensity of one of the final battles. ³ The Ojibwa had thus acquired new hunting and fishing grounds at the Iroquois' expense and were in control of the Lake Ontario region - including the sandstrip at the head of the lake - when the first white settlers arrived.

* The Iroquois had previously conquered the Niagara Peninsula from the Neutral tribe - so named for their neutrality in the Iroquois-Huron rivalry of the 1650's. In 1643, the Iroquois turned their wrath on the Neutrals and exterminated the smaller tribe, with the final battle fought on the shores of Burlington Bay. This could be one explanation for the burial pits on the Beach.

September 18, 1669 can be said to mark the coming of the white man to the Hamilton - Burlington area. On that day, French explorer René-Robert Cavelier (known as La Salle) along with two Sulpician missionaries Dollier and Galinee, entered by canoe through the narrow inlet at the Beach and landed on the shores of Burlington Bay. The expeditions' historian Galinee wrote:

We passed the river, at the end of five days travel arrived at the extremity of the Lake (Ontario), where there is a large sandy bar at the end of which is an outlet of another small lake (the Bay). 4

This is the first documented siting of Hamilton's impressive land-locked harbour known to the local Indians as "Macassa" - "beautiful waters". An earlier French adventurer, Etienne Brûlé is believed to have been the first white man to admire Macassa in 1615, on his way to the North West and Lake Superior. There are no records, however, to substantiate Brûlé's visit to the Head of the Lake. For this reason La Salle is credited as being "the Discoverer of Burlington Bay" and as such, the first European to view the long, low sandbar that stretches four and a half miles to guard the entrance to this picturesque body of water.

Over one hundred years passed before any significant development took place at the western extremity of Lake Ontario. It was not until the mid 1780's, when the United Empire Loyalists began to arrive as refugees from the American Revolution, that settlement of the area got underway. Before any major settlement could proceed, however, the British government had to first legally acquire the lands of the Niagara Peninsula from the Mississauga tribe.* In return for a promise by British officials that "they would always be taken care of" and that they could "encamp and fish where they pleased", the Mississauga agreed to make some of their land available to the Loyalists. 5 In May 1784, the Mississauga thus, surrendered 3,450 acres of land around Lake Ontario for a mere £ 1200 worth of goods. This "Mississauga Tract" was the first of many purchases by the British

* The Europeans named all ojibwas settling in southern Ontario "mississauga". This tribe had supported the British Crown against the American revolutionaries in return for a constant supply of European trade goods. British officials were very anxious to keep their Indian allies intact in the event of another war with the Americans. They did not want the encroachment of white settlers on Indian lands to be the cause of any hostility: therefore legal purchase of the land by the Crown was the decided policy.

Government.⁶ It is unclear whether the sandstrip was included in this initial purchase, although the Indian tribe still retained "customary usage of the Beach".

Part of the incoming group of refugees were the Six Iroquois Nations who had battled against the Americans in New York State. The Mississauga, however, openly welcomed their traditional enemies and even made Joseph Brant ("Thayendagea" the Mohawk leader of the Iroquois Confederacy) an official Ojibwa chief. After settling his Iroquois tribes around the present day Brantford, Brant built a homestead at the north end of the sandstrip. As a result, the Beach became a camping and fishing ground for his followers.

MILITARY AGES

In 1791, the old colony of Quebec was divided into the two provinces of Upper and Lower Canada. The Lower province was thus able to retain its traditional French customs and laws while the English speaking Loyalists were provided with a province of their own. John Graves Simcoe, who had led the Queen's Rangers against the Thirteen Colonies a decade before, was appointed Upper Canada's first Governor. With a constant eye on the Americans to the south, Simcoe moved to develop, settle and fortify the new province in an attempt to prepare Upper Canada for invasion from the United States. In the early 1790's, a loyalist from New York, Augustus Jones, was chosen Deputy Provincial Land Surveyor and commissioned to survey the Head of the Lake Ontario (Saltfleet and Barton Townships). Recognizing its strategic significance, the government instructed Jones not to include the Beach in the original survey. Named "Long Beach" by Jones, the sandstrip was set aside as a "military reserve" and all land grants were thus, refused for this area.

As a vital link in the military road* between the new centres of Niagara-on-the-Lake (the original capital) and York (Toronto), the Beach assumed major importance in the plans of the new Governor. At the southern end of the sandstrip (called Burlington Beach**) at the junction of three

* The road across the sandstrip was little more than a rough Indian trail. Although some improvements were made, it remained in a primitive state until well into the 19th century.

** One of Simcoe's first acts as new Governor (June 1792) was to change the name of Macassa Bay (named Lake Geneva by the first whites) to Burlington Bay. The name Burlington is believed to be a corruption of Bridlington in Yorkshire, England which had a similar setting.

Indian trails, Simcoe ordered the construction of a large two storey frame house to serve as a government inn in 1794. Named the "King's Head", it was described by Sir Francis Gore (Lt. Governor of Upper Canada 1806-17) as "a good inn, erected for the accommodation of travellers by Lt. Governor Simcoe [see Appendix A:1]. It is beautifully situated and is a good landmark." ⁷ The Inn's purpose, however, was much greater than that of a waystation for travellers on the way from York to Niagara. As the first public building at the Head of the Lake, the King's Head served as "Government House" for the area. It was also used as a distribution center for the annual allotment of gifts to the Mississauga Indians, who received them as compensation for their surrendered lands. The prime purpose of the King's Head Inn however, was military. This is hinted at by Governor Simcoe's wife who visited the Inn in June 1796. She wrote:

It is a pretty plan ... it was built by the Governor to facilitate the communication between York, Niagara and the Western District ... and its situation is not without reference to a military position. ⁸

The inn was to provide a military depot for stores and provisions and also a rendezvous for militia and regular troops. A small group of soldiers were, in fact, stationed at the sight.

An 1800 Report by John McGill describes the Government's strategically vital property on the Beach:

At the Head of Lake Ontario a large two storey eight room house with two wings known as the King's Head Inn ... this house together with stores, provisions and such boats as might be found requisite for the transport of such troops, provisions and stores, was placed under the charge of officers and troops. It is now occupied by William Bates (as Proprietor) at a rent of £ 1 per annum. ⁹

Also assisting in the management of the Inn was Augustus Jones, the former surveyor who had settled on the south end of the Beach and married a Mississauga woman.

Burlington Beach, of the late 1790's had altered very little in appearance from the time of La Salle's entry into Macassa. Except for the King's Head Inn at one end and Joseph Brant's house at the other, the sand-strip remained in an undeveloped state. A description of the Beach found in the Ghent Papers (c. 1890) reveals the attractive natural setting of the 18th century sandstrip:

When the Beach was first seen by white man it was exceedingly beautiful and picturesque. It was overgrown with immense Basswood, interspersed by large oaks and willows throughout the Beach. And the wild grapes luxuriously wound its thongs among them. 10

Mrs. John Graves Simcoe, in both her meticulous diary and her many sketches, captured the essence of this early Beach. While travelling through Upper Canada in the summer of 1796, the Simcoes were forced by storm to spend the night on the Beach at the King's Head Inn. Wrote Mrs. Simcoe:

This place is delightful ... I do not regret it. The Beach is like a park covered with large spreading oaks. 11

Later while riding along the Beach:

We passed the Indian encampment.* Their huts and dogs among the fine oaks formed a picturesque appearance. 12

Sir Francis Gore in his 1813 work, Topographical Descriptions of Upper Canada, describes the area as

perhaps as beautiful and romantic a situation as any in the interior of America. 13

This unspoiled natural setting of the Beach was soon to fall victim to the wheels of progress; the commercial and residential development of the sandstrip in the early 19th century would effectively destroy the sandstrip as the Indians had known it.

When the "inevitable" war with the United States came in 1812, Burlington Beach was not left without a trace of the fighting. In May 1813, two American schooners landed close to two hundred men on the Beach in an effort to knock out the King's Head Inn supply depot and its small garrison. After forcing the tiny British and Canadian force to retreat, the Americans ransacked and burned the Inn and then quickly left the scene. American torches thus ended the existence of the Beach's first hotel and major landmark.

Burlington Beach was also the setting of a rather strange naval encounter (or lack of one) dubbed by historians as "The Burlington Races". 14 Early in 1813, the long sandstrip had enabled a number of British ships to escape a far superior American naval force. Six British vessels, in flight from the enemy in the midst of a storm, entered Burlington Bay

* Mrs. Simcoe mentions a Chief Walkekanine and a number of his tribe encamped on the Beach. Later on "The Bay is full of canoes; the Indians are fishing. We bought some fine salmon." It reveals the continued use of the sandstrip by Indian tribes.

through the narrow natural inlet that originally cut through the sandbar.* The storm had swollen the channel - normally only shallow enough for Indian canoes or flat bottomed barges - to allow the "slippery six" to safely enter the shelter of the Bay, leaving the American fleet still searching for them in the Lake. Though safe from immediate harm, the British still had to somehow return their ships to Lake Ontario; this time around the shallow inlet would not be as cooperative. The six vessels eventually were stripped of all heavy objects and very gently dragged back through the channel with only minimal damage. This interesting episode in "naval Warfare" on the Great Lakes can be seen as a small victory of sorts for the British .. Canadian forces.

A few years after the war ended, the Head of the Lake experienced an important governmental reorganization. Out of the old Districts of "Home" and "Niagara" was created the District of Gore containing the counties of Wentworth and Halton. To the new Township of Saltfleet, in the County of Wentworth was attached Burlington Beach. Government authorities had apparently decided to allow the settlement and development of the sandstrip. The Beach's "military reserve" designation would no longer be strictly adhered to.**

THE CANAL YEARS

Burlington Beach experienced a minor boom after the War of 1812, with the great increase in trade and commerce at the Head of the Lake. The sand strip became a transhipment point for goods bound for the tiny villages of Dundas, Ancaster and Hamilton. As the natural inlet was too shallow to allow passage of large ships, Lake captains were forced to unload their goods at the Beach and have them poled by flatbottomed barges along the shores of Burlington Bay. As a result of this commercial activity storehouses, a tavern and a few dwellings were built at the inlet.

* The old inlet was located just beyond the Government lands north of the present day Burlington Bay Canal. The small size of the inlet is indicated by Mrs. Simcoe's Diary (March 1795). A Mr. Pilkington, travelling from Niagara to York had to "wade across the inlet at the Head of the Lake". (Her sketch of the inlet is the only representation in existence.) Another description by French traveller La Rochefoucault in the 1790's stated that Burlington Bay "Communicates with the lake by a strait sixty yards wide." (Ontario Archives Report, 1916)

** Lighthouse Keeper Captain Campbell stated in the Burlington Gazette (March 1899) that soldiers were stationed on the Beach during the 1837 Rebellions in Upper and Lower Canada "near where John Dynes now lives". The Beach still retained a military function after 1812 War.

In the 1890's, William Chisholm, a wealthy Oakville merchant and member of Parliament of East Halton, erected a warehouse and stored oak staves on the Beach for eventual exploitation.¹⁵ Another well known Upper Canadian, John Galt had purchased land on the sandstrip "with a view to erecting a storehouse and having vessels unload their cargoes from which point he planned to have them hauled by wagon inland as far as Guelph."¹⁶ This scheme, however, progressed no further than the planning stage.

Despite the sizeable increase in trade, residents of the area petitioned Government for a deeper and larger opening in the sandbar. Improvements in water communication were essential if further expansion of trade and business was to take place. In 1817, Barton Township residents complained to the Legislature of a "want of a cut through the Beach to Lake Ontario".¹⁷ In the Township Report of that same year, Saltfleet echoed her neighbouring Township's demands:

A canal might easily be cut through the long Beach which separates Bay and Lake (the present outlet only admitting small boats and sometimes when the sands shift a canoe can scarcely pass) the distance not exceeding one quarter of a mile and the height above the water not more than eight feet composed wholly of fine sand ... This little work of vast importance would form one of the most secure and capacious harbours to be found ... here the fleet might bid defiance to an enemy in time of war or act in conjunction with an army ... it would also be changing the route, shorten the distance of conveying imports and exports of a large portion of the District of Gore in which it lies and could not fail to add new life and energy to the whole.¹⁸

Although recognizing the Canal's potential benefits for the local area and the province as a whole, the Government of Upper Canada was not able to raise sufficient capital for such an enterprise. It was not until March 19, 1823, that "An Act to Provide for Constructing a Navigable Canal Between Burlington Bay and Lake Ontario" was passed by the Legislature. This was the first canal project attempted in Upper Canada* and was a major undertaking in both financing and engineering for the young province. Experienced engineers and contractors were employed that had previously worked on the Erie Canal in the United States and hundreds of common labourers were imported to the canal site as diggers.¹⁹ Beginning in 1824, at a point one half mile south of the old inlet, the new canal was excavated.

* The Welland and the Rideau Canals followed shortly thereafter.

The cut was initially only sixty feet wide and constant dredging was necessary to keep sand from choking the channel. Many alterations would be required in the future to widen and deepen the canal to allow for the passage of large vessels - the first coming only two years after the official opening in 1830.* As early as 1826, though, the canal was in use on a limited scale. An 1869 newspaper clipping records that:

By the summer of 1826, the canal at Burlington Beach being so far completed as to allow schooners into the Bay. Captain Richardson had the honour of being the earliest to navigate a schooner into the Bay, anchoring off the foot of James Street - Hamilton being a mere village then. 20

The cargo ship "Rebecca" was the first to actually deliver goods into the infant port of Hamilton in June 1826.

In 1830 a seventy foot long swing bridge was put into operation over the canal. The bridge had only a brief existence, however, as it was soon crashed into by a schooner and ruined. As the canal was widened again in 1832, the bridge was replaced by a scow-ferry service which continued until 1896. The 32 ft. by 20 ft. ferry, drawn back and forth by heavy chains, transported people, vehicles and animals across free of charge (although "tips" were expected at night). In the winter the frozen canal was crossed on foot with the aid of guide ropes. The ferryman (appointed and paid by the Federal Department of Public Works after 1867) was also the Lighthouse keeper at the canal. A forty foot high wooden lighthouse ** had been constructed at the south bank of the canal in the mid 1830's to guide vessels into Hamilton. The lighthouse keeper - ferryman was, as a result, one of the Beach's first permanent residents.

With the completion of the Burlington Bay Canal, Hamilton became a lake port with one of the finest inland harbours in British North America. This cut in the sandstrip was perhaps the main factor in establishing the

* The Canal was widened to 85 feet in 1832. Ten years later construction began that doubled the channel's former size to 120 feet. In the 1930's the Burlington Canal was expanded to 300 feet with two channels.

** The lighthouse did not last long. In July 1856, states the Thompson diary: "The lighthouse, ferryhouse, dwelling house and log house all burned down ... caught fire from the steamer "Ranger"'s sparks passing through the canal." A new 75 ft. high stone lighthouse was constructed in March 1859 as its replacement. It still stands as one of area's major landmarks.

town as the major social and commercial center of the region in the 1830's. A great amount of traffic passed through the new canal in these early years. An 1891 account gives evidence to this fact:

As proof of the great trade which Hamilton carries on through the Burlington Canal: in one week during the month of July 1836 and from one of four wharves of Hamilton was shipped 17,000 bushels of wheat. 21

Tolls on vessels passing through the canal generated such a large amount of revenue that it allowed the government to pay off some of the cost of the expensive man made passage through the sandbar.

The new canal and its subsequent effect on trade and commerce, inspired wide spread development on the Beach. The sandstrip hummed with activity as wharves and freightsheds were constructed to handle cargoes. Taverns, stores and hotels sprang up around the canal to cater to canal workers, fishermen, visiting crews of lake ships and others. An 1833 plan 22 of the Canal at Burlington Beach, gives an excellent diagram of this busy area of the Beach. Four small hotels, two saloons, and three General stores lined the rough dirt track (called the Beach Road) on either side of the canal. The first hotel was established by Jacob Spahn while the canal was under construction. A number of residences - schooner captain Edward Zealand; O. McAfee, who ran the canal dredge; Willett Miller, ship carpenter; and William Hubbles, who assisted McAfee - were located near the channel. Also shown on the map were groups of "shanties" built by squatters: fishermen, labourers or recent immigrants.

The permanent population of the Beach in these early years was very small. Other than the grouping at the canal, homes were few and sparsely scattered. In a September 1919 interview with the Hamilton Spectator, eighty-four year old Robert Fletcher described the area:

When I was a boy the Beach was one vast stretch of wasteland with only a house dotted here and there. 23

Royston C. Kime, the "unofficial" Beach historian identified the Dynes, Corey, Fletcher, Homewood, Freed, Snook and Fould families as the original white settlers on the Beach south of the canal. 24 Of these few families almost all were involved in the fishing industry. A rich fishery existed in the crystal clear waters of both Burlington Bay and Lake Ontario, where whitefish, salmon, trout and herring were all caught in great numbers. The

Diary of George Thompson, the Burlington Canal Lighthouse Keeper from 1846-1875, gives a number of entries concerning Beach fishing:

- Jan. 8, 1848: "Fred Corey made a big haul"
- May 7, 1854: "Hugh McLaughlin caught 1100 herring at one haul"
- April 1855: "F. Corey caught a wagonload of pike in Brant's pond
(a Bayside inlet)."
- Aug. 26, 1857: "John Dynes caught 13,000 herring yesterday and
7,000 the day before." 25

Market gardening was another active industry on the Beach. The bayside of the sandstrip offered choice soil for raising fruits and vegetables and the centres of Wellington Square (Burlington) and Hamilton provided ready and accessible markets. Animals were raised on the Beach as well. Thompson's diary makes numerous references to Beach agricultural pursuits - including his own sizeable garden:

- May 2, 1854: "The Beach folk have begun planting potatoes, corn and cabbage."
- May 14, 1860: "Cherry and peach trees are beginning to blossom." 26

Some residents at the southern end of the sandstrip were able to dig lucrative "saline wells" which at one time were used in the manufacture of salt. 27 These salt deposits brought in sizeable returns. Many of the early Beachites also augmented their income through illicit trade; according to W.F. Johnson, the thinly populated sandstrip was a "haven for smugglers" operating between the Canadas and the United States. 28

Burlington Beach was also the site of one of the first grain mills in Upper Canada. In 1825 Samuel Dynes, a miller from Dundas, received a large Crown land grant to build a windmill on the sandstrip. Dynes ground grain for the farmers of the Gore District for over twenty years until 1846. It was in this year that the Dynes family went into the hotel business, thus establishing one of the oldest continuously operated taverns in Ontario. Fifty-three years later in 1899, The Burlington Gazette described the Dynes Hotel as:

well known to the public as a popular hotel where duck dinners cannot be excelled by any caterer in the Dominion. 29

RECREATIONAL ERA

It was during the 1850's that Burlington Beach first began its gradual transition into a popular summer resort. Frequenting during these years by more and more people seeking sporting and recreational pursuits,

the Beach slowly developed institutions and facilities to handle the summer crowds. Regular steamboat service from both Toronto and Hamilton brought many visitors to the sandstrip and moonlight cruises and excursions were introduced. Many taverns and inns were constructed to accommodate the increased number of holiday visitors: besides Dynes in 1846, Baldry House*, Snook's Tavern, Well's Tavern, the Sportsman Arms (Corey House), and Martin's Pleasure Gardens were all soon established.³⁰ Some of these small hotels had bayside wharves built adjacent to their building to allow for quick and easy access from the Hamilton ferries. Thompson's diary gives ample evidence to the increased usage of the Beach by "pleasure parties":

- Aug. 26, 1858: "A considerable picnic party at the Canal pier"
- May 24, 1859: "Two steamers and a schooner are down from Hamilton with a pleasure party"
- July 4, 1859: "Steamer Victoria with an American picnic party at George Snook's wharf with a band of music for the July 4th celebration"
- Aug. 14, 1861: "Large picnic party at John Martins (Pleasure Gardens).³¹

The sandstrip was also fast becoming the spring and autumn mecca for Hamilton's shooters - especially of water fowl. Thompson recorded in March 1856 that "several young folk from Hamilton and the Square are down shooting duck."³²

Burlington Beach was not considered to be "Hamilton's playground" prior to 1870. Although it was very active (especially in the summer) it still remained a rough and "unattractive" area. Captain Campbell's "History of the Beach" column in the Burlington Gazette of 1899 maintains that very few of the city's "better classes" came to the Beach before the year 1870.

It was principally visited by saunterers to Martin's Gardens or the Sportsmans Arms where unmolested revelry and merriment was indulged in.³³

Saltfleet Township, which controlled the sandstrip, had neglected the area entirely. The Beach Road was in very poor condition and the rest of the Beach a mass of trees and foliage (except at the canal). It was not in any

* A description of Baldry House appears in Thompson's diary (a newspaper clipping): "Baldry House on the Beach near the canal ... is a fine commodious two storey building containing twelve rooms all well furnished and two acres of ground."

way a popular resort area, according to Campbell. This was soon to change, however.

The year 1874 was a decisive turning point in the history of Burlington Beach. In December Hamilton acquired rental rights of the sandstrip "as a place of recreation for its citizens". Three years earlier the vacant Crown lands of the Beach had been almost sold to a private individual (a Mr. Livingston) for a nominal sum by the Minister of Crown Lands. James Williams (M.P.P. for Hamilton) submitted a counter petition to the Lt. Governor to prevent this private sale. Instead he hoped the patent would be granted to the city of Hamilton as the Beach was used mainly by Hamiltonians:

During the summer months many people go there for health and recreation and to enjoy fresh air from the Lake breezes. It should be reserved as such. 34

The provincial government must have agreed with William's arguments as the Livingston sale was not finalized. In December 1874, however, by authorization of an Order in Council of the Lt. Governor, Burlington Beach, in the Township of Saltfleet was leased for ninety-nine years to the city of Hamilton at a rental of one dollar per year.* The sandstrip would thus be administered by Hamilton's Parks Committee but still remain part of Saltfleet (who retained taxation rights).

After January 1875, Burlington Beach was gradually transformed into a resort area for park and summer residence purposes by the City of Hamilton. The vacant lands of the Beach were immediately surveyed and the lots sold at auction to willing purchasers who were then subleased the land at a uniform rental of ten dollars per year (to be spent on the Beach). As a result, the very best unoccupied sites along the sandstrip were soon acquired by the "well to do" of the Hamilton area to build cottages on or simply to use as camp sites.

The Beach was made all the more attractive to the public in 1876 when the Hamilton and Northwestern Railway was completed with tracks passing across the sandstrip. Running between the Head of the Lake and Barrie, the H.N.W. connected Hamilton with Burlington nine miles away by way of an

* excepting all lands already owned or occupied by individuals

expensive iron swing bridge over the canal. The first Beach train arrived at the H.N.W. station at the south end of the sandstrip in December 1876. The introduction of this cheap and convenient form of travel (combined with regular steamship service) made Burlington Beach quite accessible to summer tourists from the Hamilton area and beyond [see Appendix A:2].

This accessibility to the city and its healthy and natural facilities made the Beach for years, Hamilton's recreational ground. 35

The addition of a luxurious resort hotel also had a positive effect on the number of summer visitors to Burlington Beach. On the site of the old Baldry House (destroyed by fire in 1874) at the canal, was built a majestic three storey hotel known as the "Ocean House" in 1875. Overlooking Lake Ontario, the Ocean House offered tourists large well furnished rooms, a billiards parlour, a bowling alley, a music salon, a dance hall, a boat livery and acres of park facilities. The Historical Atlas of Halton County (1877) provides an excellent ink drawing of the lay out of this marvelous hotel and also a brief description [see Appendix A:3]:

The Ocean House; situated on Burlington Beach between Burlington Bay and Lake Ontario, with access to Hamilton by Rail and steamboat hourly. The coolest and healthiest resort on the continent. 36

At its grand opening in May 1875, thousands of people flocked to the new Hotel on the Beach. Captain Campbell (who replaced George Thompson as Lighthousekeeper-Ferryman in 1875) records that over four hundred and thirty vehicles (horse and buggy) crossed the canal by ferry that day. 37 The Ocean House soon became the popular summer entertainment spot of the Hamilton and was a very large factor in Burlington Beach's growth and development as an attractive resort area.

The 1870's and 80's were building years for the sandstrip. As the available lands were purchased or leased, many summer homes were erected in rapid succession. According to Captain Campbell, a Mr. A. Turner built the first cottage on the Beach. And then

cottage after cottage went up until it became almost a small town in appearance. 38

The Beach was well on its way to becoming a fashionable resort for the elite of Hamilton. Many of the city's most prominent citizens*, in business, politics and the professions acquired sandstrip property and built large

beautiful summer homes of varied and unique architecture, in the last twenty years of the 19th century.

As well, "Bethel" Church (Methodist) was constructed in July 1879 (the first Beach Church) to look after the spiritual needs of the many summer residents. It was a major landmark until its demolition in 1950. Next to Bethel was built (at a cost of \$10,000) a two storey summer sanatorium for sick children by the Hon. W.E. Sanford and wife in 1890. "Elsinore", as it was named, was a fresh air home (temporary) for convalescents and a "place where women and children needing a rest could go without charge." All a "guest" needed were two letters: one from a doctor and one from a clergyman. "It commands an extensive view of both bay and lake. No finer location could have been selected for such an institution".³⁹ Elsinore continued to operate well into the 20th century.

In 1892 the city of Hamilton had dealt away all available lots on the south side of the canal. The area north of the channel was then surveyed and the lots sold as auction - this too was then rapidly built up. Dirt was brought in for lakeside lawns; trees were planted; wooden sidewalks were installed and old oil lamp posts from the city were erected by the Parks Commission to make the Beach attractive. Burlington Beach was beginning to assume the shape of a well planned and well laid out summer resort by the early 1890's. It was obviously a source of pride for Hamiltonians. A Hamilton Spectator article of July 1892 describes the sandstrip as "Hamilton's Breathing Spot":

* The list of prominent Hamiltonians who summered on the Beach is endless:

- Sir J.M. Gibson - President of Cataract Power Company
- M.P.P. for Hamilton
- Hon. W.E. Sanford - clothing manufacturer
- Canadian Senator
- John Moodie - Eagle Knitting Company
- George Tuckett - Tuckett Tobacco Company
- ex Mayor of Hamilton
- Magistrate G.F. Jelfs
- F. Mackelcan - city solicitor
- John Lennox - leather goods company (wholesaler)
- Frank S. Glassco - Imperial Bank manager
- Alderman Eli Van Allen - shirt manufacturer
- Alderman G.S. Kerr, Alderman Judd, Alderman Hancock,
Alderman Carscallen, Alderman S.D. Biggar

Every year the Beach becomes more populous and popular with the citizens of Hamilton. As a place to spend the heated summer term it is unrivaled. During the summer season when the summer residents are there it is a veritable fairyland. There are picnic grounds here and there and no finer place for either bathing, boating or fishing could well be imagined. There is easy access to Toronto and Hamilton by boat or rail at all hours. From the filtering basin to the Brant House the sandstrip is now almost like a village street so uniformly is it lined with summer residences, hotels and tents*. 40

In March 1893, The Spectator published this idyllic description of Burlington Beach:

A long vista of warm sand lined with pretty cottages bathed in sunlight or bowered in the shade of lines of foliage trees that arch the long drive in many spots; where a breeze of cool lake air can always be had after a breathless day of heat in the city. A place where young men in a blazer and tanned shoes and maidens in delicious boating costumes, stroll up the wide promenade to meet the boats in the evening or recline in hammocks on the Chinese lantern lighted verandahs of cottages and hotels. 41

While teeming with the activity of a thousand or more people during the summer months the Beach became very quiet at the beginning of September with cottages boarded up and families returning to the city for the winter. The sandstrip appeared deserted.

The little village of cottages so bright in the summer, is now a city of the dead. Not a soul is seen. 42

The Spectator while exaggerating for effect, seems to have forgotten the over one hundred and fifty permanent Beach residents who fished and hunted during the winter.

In 1891, across from the Ocean House was built another prime social center, the stately club house of the Royal Hamilton Yacht Club (see Appendix A:4). At its official opening in May 1892, six hundred people gathered for the ceremonies at the elegant new building. The Steamer "Mazeppa" and a special train of the H.N.W. arrived at 3 pm. with each being crowded, wrote a reporter for the Hamilton Times,

Not for years has there been such an event at the Beach and any who think that the popularity of Hamilton's "Long Branch" is on the wane would have had their minds more than disabused of that impression by a visit to the Beach on Saturday. 43

* A Spectator article of August 1888 entitled "Canvas City at the Beach": "camping at the Beach has attained unprecedented popularity this season - over twenty large wigwams decorate the lake front."

The Yacht Club building became an important social gathering place for the wealthy of Hamilton summering on the Beach - especially for dancing and midnight cruises. Annual regattas and other yachting events held by the R.H.Y.C. also drew large crowds to the Beach. The majestic Club House continued to serve as an important Beach landmark until it was destroyed by fire in 1915.

Three years after the R.H.Y.C. clubhouse opened, its neighbour the Ocean House burned to the ground. It was a major loss for the Beach. The Burlington Gazette summed up the extent of the damage:

The Ocean House was destroyed by fire ... which made a great inconvenience to the public since there is now not ample accommodation for those who are inclined to spend a few months on the Beach. 44

At the time there were no less than nine hotels along the Beach - none, however near the size and luxury of the Ocean House.*

A replacement for the Ocean House did not come until four years later. By November 1899, a new summer resort had been constructed on the site of the present Joseph Brant Hospital. The Brant House* was a first class luxury hotel with a hundred bedrooms; parlours and salons and according to an 1899 newspaper advertisement:

picnic grounds, athletic grounds, bicycle track, merry-go-rounds, rustic summer houses, swings, water toboggans and other amusements, a handsome bandstand and a large and commodious pavillion. 45

It was well patronized by tourists. The hotel business boomed on the Beach during the late 19th century and it was not until well after 1900 that these facilities began to decline and gradually disappear.

Another major development in transportation occurred in July 1896 with the arrival of the Electric Radial to the Beach (see Appendix A:5). Faster and more comfortable than the horse and buggy and less expensive to build and run than the steam engine railway, the interurban railway made the sandstrip resort much more accessible to the mass of the population of Hamilton. It led to a dramatic rise in the numbers using the Beach for day outings of swimming and picnicking, during the summer months. The Cataract

* The Brant House had only a short existence. In 1917 it was purchased by the Federal Government for use as a military hospital.

Power, Light and Traction Company put three radial routes into operation beginning in 1896: the Hamilton - Grimsby - Beamsville; the Hamilton - Brantford; and the Hamilton - Burlington which ran across the Burlington Beach. The Hamilton Radial Electric Railway headed east to "the city's playground" by way of King, Birch and Burlington Streets and came to a halt in Burlington (the line was later extended to Oakville in 1906). It provided a vital link with Hamilton for Beach residents, both permanent and summer, especially workers, shoppers and students. The radial left Hamilton hourly (almost) between 6 am and 11 pm. By 1913 over two million a year were riding the cars, with summer traffic accounting for most of this annual passenger total.⁴⁶ In order to avoid direct competition, the Hamilton and North Western Railway ended its service to the Beach in 1897 giving the radial a monopoly. The Radial operated for another thirty-two years.*

The Radial Electric Railway necessitated the building of a second bridge across the canal. An electrically operated swing bridge, with wooden sidewalks for pedestrian traffic, was therefore constructed in 1895. This development ended the scow-ferry service that had operated for over sixty years. The last scow was purchased by a summer resident who had it towed to his bayside cottage where it became a wharf - a most fitting retirement.

Burlington Beach had passed through many interesting historical phases by 1900. It had developed, by the turn of the century, into a fashionable summer suburb and resort for the wealthy of Hamilton. It was also a summer weekend mecca for the city's working classes who crammed the radial cars to reach "Hamilton's playground" for a day outing. And not to be forgotten were the over two hundred permanent residents living along the sandstrip who fished, farmed and operated the resort's facilities. The long narrow sandbar was set to enter the new century in anticipation of even further growth and development. Few could scarcely imagine, however, the extent of the changes that this unique strip of sand and gravel would experience in the years after 1900.

* In 1923 the Beach Road was paved; the competition of cars and buses proved ruinous. It ceased operation in Jan. 1929.

THE LATE RECREATIONAL YEARS

After the year of 1900, the Beach continued to grow and develop as a recreational area.

In 1903, an amusement park was put into operation by the Canada Amusement Company directed by Mr. Knapman. The park changed ownership in 1917 when Joseph Allan became the director of the park. Much later the Knapp Company bought the park and operated it until 1978. High taxes and rental fees as well as annual losses of 20,000 forced the company to close. Up to this time the park was composed of nineteen rides. The ferris wheel dated back to 1912 and the merry-go-round was brought to the park in 1914. In the early 1900's one would never have imagined that the park would someday simply be a field of weeds.

Another sign of this area's growth and development occurred in 1905, when a group of women from the Anglican Church founded the Girl's Friendly Society Holiday House. Holiday House located at station 8 on the Beach provided accommodations for girls and women needing rest or a change of air and surroundings. Most of the guests were business girls who paid their own way while a few were given free lodgings. The large frame house on the lakeside had spacious grounds and a tennis court. This once popular vacation spot lost its appeal to young women by World War II and was sold in 1942. 2

In the late recreational years a promenade was built on this continually growing sandstrip. The promenade was a walkway made of six wooden planks that ran along the bayside from station 13 to the canal. Holidaying cottagers could stroll along the promenade enjoying the beauty of the bay and the great yachts on its waters. The walkway was lined with street lamps and little pagodas where cottagers could stop and rest. There was also a three plank wooden walkway on the lakeside. From this walkway, one could view the steam boats that came from Toronto. 3

During these Victorian Days three steam boats made a daily journey to Toronto. The first ship was the Modjeska which provided moon light excursions across the lake for a mere 25 cents. This ship operated from 1859 to 1927. The second ship was less luxurious and was named the Macassa (see Appendix A:6). The Macassa hauled freight and carried passengers until 1927 when the motor car became popular and the highway to Toronto was completed.

The last of the steamboats was named the Turbinia. This boat ran until 1917 when it began to run munitions in World War I. 4

In 1910, the number of cottages and summer homes was still growing rapidly along the completion of the amusement park, Holiday House and the promenade. Land was so scarce that in this year a swamp extending from station five to station ten was filled in order to accommodate the demand for more property. This mile long swamp was eventually covered with stately summer homes and named Kenmore Survey. 5

The ever increasing popularity of the resort was further displayed on Victoria Day in the year 1912. At this time twenty thousand people came to the Beach by horse and buggy as well as by ford cars to view the gigantic display of fireworks at the Canal. 6

The Annual Beach Fete was another special event of the late recreational years. During World War One thousands attended the Fete at Dynes Park in order to help the Red Cross's efforts abroad. The spacious park grounds were lined with tents exhibiting produce, plants and flowers as well as other arts and crafts of the day. There was a midway at the Park along with various other forms of entertainment. Popular vaudeville acts appeared at the Fete and fancy flying aviators of the time entertained the crowds over the lake. Trap shooting, horseshoe throwing, swimming and boating races were all among the activities of the day. 7

Another church was erected in 1915 in order to accommodate the increasing summer population of the area. In 1913, Harry Dynes, Robert Fletcher, William Hazell, Issac Christian and H.T. Knapman began to organize an Anglican Church. At first the summer services were held in a tent but later in the fall the services were moved to Thomas Fell's home. The services were held here until the church was completed on its present site in 1915. 8

In April 1918 fire destroyed John Perry's Hotel. This was the last of the old hotels. The Ocean House, Arlingtons, and Fitches Inn were also gone. By August 1918 a new hotel called the Lakeside opened on the site of the Perry Hotel. This Victorian style hotel was three storeys high with wide veranda. The total building cost was \$120,000.00. Only some 40 years later the Lakeside was demolished for the construction of a new canal bridge. 9

During World War One the Beach began to undergo another transition. A housing shortage in the City of Hamilton sparked the changes that were to take place over the next 30 years.

A PERIOD OF CHANGE: 1920-1950

INTRODUCTION

Between 1920 and 1950 the Beach was transformed from a resort area to a residential community. There were several factors that influenced this change. The improvement of the car meant that people began to travel longer distances for their summer vacations. A housing shortage in Hamilton during World War II was another influence. The number of permanent residents began to grow in 1919 as cottages were winterized.¹⁰ As heavy industry on the south shore began to expand, the area lost its appeal as an attractive recreational area. In 1926 it became illegal to swim in the severely polluted waters of the Bay and the lake waters were too cold for swimming. The depression led many citizens to lose interest in their summer homes and so began the entry of the working class into the once exclusive area.¹¹ World War II like World War I created another housing shortage. Cottages were winterized at a more rapid pace while new construction began.¹² Gradually the summer population began to fade as the number of year round residents began to increase. In 1936 there were 1,116 permanent residents on the Beach while in 1956 there were 3,327.¹³ From 1936 to 1956 the focus on the Beach was its village like atmosphere. Throughout these years Hamilton Beach was a close knit and self-sufficient community. From 1957 to this day the Beach is still exists as a residential community but the village like atmosphere has been lost with annexation by Hamilton.

THE BEACH COMMISSION

The Beach Commission was a unique form of government that fostered this village atmosphere of the area. Prior to 1907 the Beach was an orphan, a no mans land where life was easy and unrestrained. In theory Hamilton Beach was under the jurisdiction of Saltfleet but in practice Saltfleet had little to do with the Beach. The lack of involvement on the part of Saltfleet and the unique isolated character of the Beach led to the creation of the Beach Commission government. In 1907 the Beach Strip was placed under the authority of the provincial government and a special act of the Ontario Legislature called the "Burlington Beach Act". Burlington or Hamilton Beach was to have municipal status according to the act but it was not to become a municipality. The act stated that the Lieutenant

Governor in Council was to appoint a Board of Commission that was to act in a similar manner to a municipal government. The commission was to comprise not less than two members and not more than five members and was to be named the "Burlington Beach Commission". The chairman, vice chairman and members of the commission were to act as a Board of Health, Board of Education, Park's Board, Police Commission and Public Utilities Commission. As well the commission was to impose by-laws and collect taxes. Despite these numerous duties the commission was not to be paid but was to be a voluntary body. 14

The very first of these volunteers were Eli Van Allan and ex-mayor W.J. Morden. Eli Van Allan died and was replaced by Colonel Grafton in 1910. 15 During the early years of the commission government there were only two members while after 1937 a five man commission was to be appointed. The last chairman of the Beach Commission was Fred Jento along with Wm. W. Leeming who acted as vice chairman. Other commissioners were Floyd Day, Wm. Stewart and Fred Seed. 1956 was the last year this commission ruled. 16 (see Appendix B:1)

A more detailed look at the Burlington Beach Commission reveals that there were several other officers on the commission as well as the 2 or 5 man commission. There was the Clerk, treasurer, assessor and tax collector. In 1953 these four positions were held by one man for a salary of \$4,100.00. The police chief and truant officer were positions held by Howard Nickling who was paid a salary of \$3,300.00. The fire chief and 27 volunteers were included as officers of the commission but were paid no salary. The commissioner of works, Stores Clerk and Road Superintendent were positions occupied by one man for \$1.40 an hour. A medical officer, sanitary inspector, building inspector and relief administrator were the remaining officers on the commission. These officers were paid either no salary or a small sum for their part-time work. 17

The Beach Commission government can be examined more closely by looking at its police and fire department. Both of these departments have an interesting history.

The very first police constable was John Hazell who began his job in 1907. When Chief Hazell wasn't on duty he was fishing at his shanty on the bayside. During these early years Chief Hazell walked the entire four miles patrolling the Beach area. In 1912 Chief Hazell retired and for the next four years Dave Pyle acted as a police constable. 18 In 1916

Thomas Taplin and his sons Bert and Tom were sworn into office. At this time Police Chief Taplin was concerned about speeding. The Chief and his assistants decided that they would prosecute all motorists who travelled over twelve miles per hour across the boulevard.¹⁹ Perhaps the most well remembered and well known Chief of Police was Howard Nickling who held this position from 1936 to 1957. Royston Kines describes this well remembered figure. "Chief Nickling's exploits were wide and varied. During fires he rode on fire trucks and often climbed on roofs which were raging infernos. Then on other occasions the chief could be seen on police boats searching for bodies in the Bay. Chief Nickling was a colourful figure. One night a fire broke out about midnight in the dead of the winter. The Chief was shaving at the time. He roared away to the firehall, his face covered with shaving soap. When peace was declared on V.E. Day 1945, the chief dressed as a clown and paraded along the Beach amid roars of laughter and applause. Chief Nickling was a fearless and popular police officer."²⁰ Once Hamilton annexed the Beach the city took over policing the area and Chief Nickling moved to Caledonia to serve as Chief of Police.

An idea and scrounging built the Beach Fire Department. Until 1941 the only fire protection on Hamilton Beach was hose houses along the strip. The equipment consisted of big iron wheels, 200 feet of fire hose on a reel, a nozzle and hydrant wrench pulled by man power.²¹ Later it cost Burlington Beach seventy-five dollars a run for fire protection from Hamilton. In 1942 Daniel Hazell helped set up the fire department on Beach Boulevard. At the time the Old Beach Commission Barn on the bayshore side was spotted as an ideal place for the firehall. The tumbled down building was given by the Commission to the fire department. The next step was to supply the department with a truck. Chief Hazell and his energetic crew found an ancient merry-go-around in the old barn and sold it for \$140.00. This money was used to buy an old milk truck and convert it into a fire truck. Members of the volunteer fire departments scrounged scrapyards for building material in order to complete the truck. Grants from the Beach Commission helped buy the hose, ladder, rubbers and coats for the crew. To raise further money for the equipment and upkeep the group staged dances and draws, as well as operating a sailing club on the bayside.²² By 1949 there were three real fire trucks and the first class volunteer fire department was complete. Not only did the fire department attend to fires but also rescued people from boating and swimming accidents.

When the Beach Strip was annexed by the city on January 1, 1958 the trucks were taken off the Beach. Today the only aspect of the fire department that is left is twenty-one men and six officers who man three eighteen foot boats that patrol the lake. ²³

While the Beach Commission was praised by several older residences still living along the Beach Boulevard now this form of government was not without faults. First, the commission was not a democratic government for it was appointed by the Lieutenant Governor in Council. In approximately 1946, Lester Cust, chairman of a citizen committee felt that the Commission was outdated. This committee wanted to see Hamilton Beach become an incorporated municipal village with an elected government. ²⁴ The financial relationship between the Commission and Wentworth County was another problem. The County felt the Beach Commission was not contributing its share towards county services. ²⁵ While some parties opposed the Beach Commission most people seemed to favour this form of government. In 1952, a plebiscite held indicated that Beachites preferred the commission over an elected council by a margin of four to one. ²⁶

An article by Royston Kime indicates that he strongly supported the Beach Commission. He says in one of his articles: "this able commission also followed the record of the old commission in improving the Beach". Kime states that the dirt strip is being improved and the Canal Park is kept in shape. He writes about benches and tables being painted each year and the streets being repaired. He comments on the commission's aid during flooding and its reasonable tax rate. Clearly, Royston Kime favoured the commission government and seemed to express the opinion of many other Beach citizens at the time. ²⁷ In talking to residents that remembered the commission only positive comments were made, Mrs. Wilson felt that once the city took over the Beach deteriorated as a community. Mrs. Wilson favoured this government because she believed it knew the people and was close to the people. ²⁸ Another, resident presently living on the Beach, Mrs. Love expressed a similar point of view. She claimed that if you had a problem you just had to walk to the Canal Office in order to get it solved. She stated that the Beach ran like clock work under the commission government. ²⁹ Another old time resident, Mr. Cassal felt that municipal services declined once the city took over. While the Beach Commission was a popular and advantageous form of government for the sandstrip it was

dissolved in 1958 when Hamilton annexed the area. 30

THE SCHCOL, 1950-1981

The building of Beach Bungalow School was a sign that the area was growing into a community. Prior to 1916 Beach children either attended school at Van Wagners Beach or took the radial to Hamilton schools. With the population increasing and the rise in fees for Hamilton schools, the Commission decided to build a local school. In September 1916, the one room frame school house was completed at a cost of 4,000.00. Miss. Charlotte Howlett was the first teacher of the new school's forty-five students. 31 In Dec. 1916, Mrs. Col. Grafton rang the new Bell which he presented to the school as a memento. The school grew rapidly until 1940 when 289 pupils attended the school, the staff of the school had grown to six and the high school was added. Throughout the forties the school grew and overcrowding led to the need to use the Masonic Hall next door for classrooms. 32 On December 17, 1950, fire destroyed a great part of the old Bungelow School. 33

By 1952, a new school was built and renamed Bell Cairn. This school consisted of eleven regular classrooms, a shop, kitchen, large assembly hall, staff room, two lunch rooms and a clinic. A staff of fourteen was responsible for 456 pupils. In January 1957 the school was transferred from the Beach Commission to the Hamilton Board of Education. From the time the new school was built in 1952 until a new addition in 1972 Bell Cairn was over crowded. 34

Once the school was equipped to handle all the students, enrollments began to drop rapidly. In 1970, the school population was 593 whereas in 1980 it had dropped to only 88 students 35 (see Appendix B:2). Low enrollments led to a decision to close the school in January 1981. Several trustees of the Education Management Committee voted in favour of the school closure for three reasons. The quality of education in the school had deteriorated to a point where one teacher was teaching three grades because of a lack of students. The per capita school cost for each student at Bell Cairn was above average (see Appendix B:3, B:4). Finally, the Committee felt it was better the school closed now since they believed the community was dying due to the proposed open space zoning. 36 The school closure was not met without opposition. In 1980 a Review and Analysis Committee on Bell Cairn Memorial School suggested:

- 1) Bell Cairn remain open and offer classes similar to the the organization of the school at the present time
- 2) that the Board of Education immediately begin seeking for tenants for the unoccupied portion of the school,
- 3) that the school in accordance with policy continue to be monitored on a yearly basis.

A survey of 393 area residents, conducted by this committee indicated people of the Beach wanted to keep the school open. Frequent remarks made on the closure of the school include the following:

"very upset"
 "do anything - just keep it open"
 "it's terrible"
 "it's going to cost more to bus the kids than to keep the school open"
 "if the school closes we will move"
 "we don't want our children bussed!". 37

A more recent survey of 226 residents revealed that the people of the Beach have not accepted the closure of the school without bitterness. One resident wondered why the school closed so shortly after an expensive new addition to the school. Other Beachites felt that once the Beach lost the school it lost its major community focal point. People of the Beach felt that the school closure was just part of a conspiracy to get them off the sandstrip. One lady felt that the Conservation Authority was responsible for the closure. She stated that how the school was closed people would not be as eager to stay and the parkland proposal would be implemented much more easily. Another woman stated that "the school closure would keep young potential residents out of the area". 38

A number of suggestions or solutions to the problem of the school closure were put forth by the 393 residents surveyed. They suggested:

- 1) the school be used as a recreational center and adult classes at night.
- 2) part of the school be used as a health clinic.
- 3) that the school be used as a senior citizen center and a day care center.
- 4) part of the school be rented out as offices to offset the high costs of running the school at its present capacity.
- 5) that children from Woodward be bused to Bell Cairn since portable classrooms are used there, or from crowded city schools.
- 6) that parents might volunteer to assist teachers in order to upgrade the standards of education presently at the school.

7) finally, it was recommended that grade 6, 7 and 8 be brought back to the school instead of being bused to Hillcrest. 39

Unfortunately, the community lost it's battle on keeping the school open. As of September 1981 Bell Cairn students will be bused to Hillsdale Junior School with an option to attend Woodward Junior School. 40

In 1916, the birth of Beach Bungalow school was the sign of a new community growing. In 1981 the closure of Bell Cairn school may be a sign of a community's death.

COMMUNITY CLUBS AND SPECIAL EVENTS

At one time the community spirit was strong on Hamilton Beach, with the residents involved in clubs, organizations and special community events. The existence of these numerous clubs fostered the village like atmosphere. In the mid fifties there were nineteen organization representing the people of the Beach. Some of these groups include the following:

Beach Bungalow Home and School Association
The Beach Welfare Club
The Beach Good Neighbours Club
The Beach Comber Benevolent Club
The Ladies Community Club
St. Andrew Ladies Auxiliary
The Catholic Women's League
The Masons
The Canadian Legion Branch
The Kinsmen Club
Beach War Veterans Club
The Pier Badminton Club
The Boy's Recreational Club
The Beach Yacht Club
The Beach Sports Club. 41

These clubs brought the Beach people together frequently for various special events. The Beach Sport's Club sponsored Beach Day. The day was largely devoted to sports events such as boat races, swimming competitions, three-legged races, horseshoe competitions and the greased pole. At competition night there would be an open air dance as well as an amateur show put on by the residents at Dynes Park. 42 Police night was another annual event put on by Police Chief Nickling and other members of the force. This event took place at the old Community Hall at Station twelve where a crowd of three hundred boys was entertained by the police. The night involved a

lecture on safety, a sing song and moving pictures. 43

The Police also sponsored Bicycle Day at the Beach. Four hundred cyclists would parade the Boulevard with their decorated bikes. Bicycle safety was the theme of this great day. 44 The Beach Bungalow's School Spring Fair was another occasion put on for the children. In 1950 a newspaper article stated that the community spirit at the Beach was never demonstrated better than by the turn out at the fair. One thousand and one hundred dollars was raised at this event. 45

An annual Christmans party for the children was held at the Lakeside Hotel during the fifties. As many as four hundren children sat on Santa's knee during the seasons holiday. 46

In 1945, The Beach Fire Department put on a special variety show - "Top Hat Follies" at the Canal Park. The show was staged by area residents to raise life saving equipment for their new Fire department. 47

All these special events and weekly dances indicated the feelings enthusiastic people of the Beach had for their community at one time.

THE COMMUNITY ORGANIZATION

As well as the various clubs, the Beach seemed to always have a prime community group that was concerned with the welfare of the area residents. These groups acted as a go-between the average Beach resident and the existing local form of government.

During the fifties and early sixties the Burlington Beach Properties Owners Assocation took on the task of ombudsman. The major aim of this group was to provide a more democratic community by acting as a check on the Burlington Beach Commission. The membership of this group was high with as many as 232 residents involved in the association. The executive of this group met monthly at either the Burlington Beach Yacht Club or Bell Cairn School. During its existence this group dealt with several major complaints voiced by Beach residents. The group had the city dump at the East End cleaned up. The dump was poorly maintained so that garbage was floating across the bay to the beach. A large number of rats also invaded the Beach at this time. The group also aimed to see that Beach residents were fairly compensated for the expropriation of their properties during the building of the Skyway Bridge. The group supported the idea that the Beach become an incorporated village in order to fight annexation by the city. The

group was concerned with heavy truck traffic and the high speed limits on the Beach. Finally the group expressed concern over fluctuating lake levels and damages from flooding. 48

In the late sixties a new group, the Hamilton Beach Community Council took on the role or duty of protecting Beach residents rights. The major aim of this group varied from voicing general complaints to the city, beautifying the area and recreating the lost village atmosphere. This community organization was not as well received as the Burlington Beach Properties Owner's Association (B.B.P.O.A.) with a membership ranging around fifty-four. Many of the concerns of this group paralleled the problems faced by B.B.P.O.A. This group dealt with the problems associated with heavy flooding in 1973. The group battled pollution when the Beach was covered in coal dust from Dofasco. The group also attacked the city's 1969 official plan and what they thought was a patchwork approach to cleaning up the Beach. The Conservation Authority's and the city's decision to propose open space or parkland sparked a new problem for area residents. As well as combatting these various problems, the council was concerned with the beautification of the Beach and revitalization of the village atmosphere. In 1976 the Council organized a Spring Clean-up campaign and a number of recreational programs. 49

The Hamilton Beach Preservation Committee was formed in response to the reoccurrence of the coal dust incident of 1976 in 1977. This group is generally an extension of previous committees that have been active. The major aim of this group is to promote and foster better relations between Hamilton Beach, the city and the region by affording residents with a vehicle which they can use to voice complaints. Despite the fact that a large percentage of the community believes that this group is a worthwhile community organization only 65 members support this group. The major concerns of this group largely reflect the concerns of previous groups. The first problem this group confronted was the coal dust incident of 1977. This group pushed for fair compensation from Stelco and Dofasco for the damages done to resident's properties. Another prime concern of this group is the city's and region's open space proposal and acquisition program. The group would like to see the program halted. Perhaps the most recent battle has been over the school closure, and the negative implications. Unfortunately the group was unsuccessful in stopping the closure. 50

Numerous community organizations have been born on the Beach and have faded. These groups have attempted to foster community spirit and better the Beach area. While many of these community groups have died they have left enough inspiration behind to spark new groups to continue the fight.

COMMERCIAL ACTIVITIES

At one time the Beach had all the facilities and services that a self sufficient village has. In 1951 the Beach Community had six grocery stores, four gas stations, twelve licensed restaurants and two beer purveyors. 51 A list of just some of the stores includes the following:

Beach Crossing Grocery Store
Lany's Grocery Store
Knowles Grocery Store
The Royal General Store
Charles Crechiolo's Beach Fruit Store
Noel E. Hughes Butcher Store
Dean's Hardware
Ryan's Drugstore

All the essentials could be bought on the Beach. A person could do their banking at the Royal Bank which was open three days a week and go to the post office located in ahouse at station twelve. There was also a Well Baby Clinic for young infants located at the school. If Beach residents wanted to eat out there were numerous to choose from. There was the Place Restaurant, Boulevard's Lunch, the Green Gables, the Old Virginia, the Cottage Inn and the Argus Inn. There were accommodations for travellors at the Lakeside, and Dynes Hotel as well as the Elizabeth Motel. 52 The people of the beach and travellers could enjoy the amusement park, the Pier Dancehall (later the Pier Bowling Alley and the Saturday Night Dances at the Community Hall. For further recreational pleasure there was the lake in the summertime and the skating rink at Dynes Station in the winter. 53

Burlington Beach existed as a close knit, independent community oriented village between the years of 1930 and 1958. After annexation community spirit was lost along with the Beach Commission, the community clubs, commercial activities and eventually the school.

HAMILTON BEACH: AFTER ANNEXATION

On March 15, 1956 the annexation bill for the Burlington Beach was introduced to the Ontario legislature, and by March 28, 1956 this bill was passed.¹ One would like to outline the local residents response during the pre and post annexation periods.

DEVELOPMENTS THAT FAVOURED ANNEXATION:

Although the Beach was the Hamilton's last acquisition in a series of annexations, (sections of Barton and Ancaster had already been annexed) the sandspit was regarded as a vital piece of real estate. Its geographical location and composition made it a strategic point for Hamilton's growing industrial sector.² Secondly, the Burlington Skyway Bridge was a massive capital investment for the provincial government. Hence the provincial government wanted one governing body over this entire area. This would eliminate any potential governmental conflicts that may arise at the local level. It would also guarantee the development of one master plan for the Hamilton Beach.³ But some residents opposed this argument.

These residents instead, supported the idea of the Hamilton Beach obtaining an independent village status.⁴ But the low population figure of 3,500 could not afford the cost of an independent government. Hence due to its infeasibility the idea was disregarded by government officials.⁵ Consequently the forces supporting annexation increased.

Hamilton was a growing urban area and according to Hon. William Fellows, then Minister of Municipal Affairs:

"the metropolitan area of Hamilton would be impeded if it did not have planning control over the sandstrip which encloses the Bay"⁶

The southern section of the sandstrip was annexed in 1956, despite the opposition. The city of Hamilton's assessment completed in 1959 showed that Hamilton gained eight hundred properties, south of the Burlington Canal. Other properties north of the canal were annexed by Burlington. Burlington Beach Commission, the last representatives of commission government in Ontario, was dissolved in 1957.⁷

The city of Hamilton undertook all the liabilities, assets and problems of the Beach area. Funds had to be allocated for serving the new

area; additional political boundaries were drafted, and all necessary sections of the Burlington Beach Act was incorporated. There were no sewers, therefore such maintenance work was unnecessary. The volunteer fire department was dissolved. Hence fire protection, policing and education fell totally under the city's jurisdiction.⁸ Nevertheless there were mixed reactions after annexation.

There was a certain degree of uncertainty in the residents' response to annexation. Some felt annexation was a sell out to the City of Hamilton. They feared the anticipated future tax increases. Others still held felt the village idea was the ideal solution.⁹ But there were others who quietly watched the developments.

Finally the city of Hamilton may have obtained the Beach geographically, but some officials and residents felt that Hamilton failed to obtain the full support of all Beach residents. The Beach lacked a common sense of belonging to Hamilton area. Its physical separation from Hamilton was cited as one reason for the lack of social bond. By observing the complaints, problems and the Beach's relationship with the city over the years, one recognizes the cultural, social and economic gaps between the areas. This report will later outline some of the probable reasons for this lack of common bond.

OFFICIAL PLANS 1969 - 1980

Although Burlington Beach annexation occurred in 1957, the official plan for the newly annexed area was drafted eleven years later in 1969. There were subsequent amendments made to the 1969 Official plans. With the exceptions of a few minor details the plan generally supported the then existing predominant residential land use with a few commercial or retail activities. Later plans which followed such as the Regional Official Plan, 1979 and the Hamilton-Wentworth Official Plan, 1980 proposed significant alterations to the original land use plans for the Hamilton Beach.

THE 1969 OFFICIAL PLAN FOR THE BEACH STRIP

According to the 1969 Beach plan, Hamilton Beach housed 3,168 residents in 1966. The predominant land use was single family dwellings with a few apartment buildings and numerous commercial structures. The 1969 Official plan stated that the quality of housing structures varied along the Hamilton Beach. The plan states:

Approximately 50% of the residences on the Beach Strip are in poor condition and the remaining 50% in fair condition, with only 3 instances of fair to good housing. ¹

Hence the structural quality of Hamilton Beach houses ranked very low.

Schedule 2.111 of the 1969 Official Plan zoned the Hamilton Beach as housing or residential area. This implied that commercial and residential activities could locate within the designated areas. The plan allowed for the construction of schools, creation of public services along with parks and recreational facilities. ² High density residential development was discouraged in fact: "Density in housing areas should not exceed 35 persons per gross residential acre". Nevertheless restricted high density was permitted, providing that they did not conflict with existing residential uses. In addition sewers and other public amenities such as good transportation network and other public services must be provided. ³

THE REGIONAL PLAN 1978

The Regional Municipality of Hamilton-Wentworth Official Plan covers 6 areas:

1. Town of Ancaster
2. Town of Dundas

3. Township of Flamborough
4. Township of Glanbrook
5. City of Hamilton
6. Town of Stoney Creek ₄

The Regional government's plan acts as a master plan for the above six areas. Hence all land use zoning must conform to the general principles and zoning of the region's plan. ₅ Prior to 1979, the Regional government realized the immediate need to control urban sprawl by providing definite boundaries. They wanted to reserve land for future developments, in addition, develop a system that would link all open space and recreational facilities. All these concerns were met in the development of a Parkway Belt for the Toronto Centred Region. ₆

The Hamilton Beach with its proximity to the Lake Ontario, was included in the Regional Park Belt. Hence 1979, the entire Hamilton Beach area was zoned open space, no allowances were made for residential use. ₇ This open space zoning implied that all the Hamilton Beach should be utilized as parkland and recreational area. From here on it was left to the City of Hamilton to incorporate the open space concept in their next official plan.

THE CITY OF HAMILTON OFFICIAL PLAN 1980

The Official Plan for Hamilton in 1951 had become ineffective and administratively difficult to implement by the 1970's. This was partly due to the myriad of social and physical changes in the Hamilton-Wentworth Region since 1951. Changes such as the delineating of new political and planning boundaries due to annexation of new areas. ₈ By 1980 a new official plan for Hamilton Wentworth was drafted; this plan maintained most of the original zoning guidelines laid down by the Regional Official Plan. Hence the Hamilton Beach area was subsequently zoned open space. ₉ This open space implies that development such as creation of parkland and recreational facilities would be tolerated within the Hamilton Beach area. These are the main plans which proposed land use changes on the Hamilton Beach.

THE SKYWAY BRIDGE 1957

THE DESTRUCTION OF THE BASCULE BRIDGE

Throughout the forties and early fifties the Bascule Bridge served to connect Hamilton to Burlington and Toronto. The Beach Boulevard (the only main road through the Hamilton Beach community) was the only access to the bridge. Hence heavy trucks, travellers and commuters were all confined to utilizing this route.¹ While the structure of the bridge crossed the Burlington canal, the Bascule Bridge had a dual purpose. This structure opened laterally to allow sailing vessels through the canal. On closing its arms, the bridge provided a roadway for heavy trucks and other motorists crossing the canal. A large proportion of this traffic flow was enroute to Toronto and later the United States markets.² Over the years traffic volumes increased steadily, the following sections will outline events which led to the construction of the Burlington Skyway Bridge, and its impact on Hamilton Beach residents.

Owing to the increasing traffic volume, the use of Bascule Bridge exceeded its capacity. There was a need for a second routeway to elevate the traffic load on the Bascule Bridge. Planners recognized this need, and while the Queen Elizabeth Way was being built in 1933, plans were drafted for the construction of the Skyway Bridge.³ These plans were however shelved. On April 20, 1953 a freighter crashed into the Bascule Bridge. Hence the main route which connected Hamilton to the Toronto region was temporarily destroyed. The 1930s plans for the Skyway Bridge were unshelved; planners and engineers busied themselves revising and making necessary alterations to the original plans. Three years later the final plans were approved and construction commenced.⁴ During the late fifties the Bascule Bridge was replaced by the present Burlington lift bridge. However due to land filling activities the location of the structures have changed since the 1930s. Nevertheless, despite its impact, the Burlington Skyway Bridge was welcomed by Hamiltonians.

A NEW AND IMPRESSIVE FRONT DOOR TO HAMILTON

The people of Hamilton had a mixed reaction to the Burlington Skyway Bridge construction. Many Hamiltonians realized that it increased Hamilton's accessibility to Toronto region, and most importantly to foreign markets. Local newspapers welcomed the new structure, stating it was the

largest structure "in North America next to the Golden Gate in California".⁵ Some viewed it as a showcase for the world; according to one writer the bridge was an "impressive front door" to the city of Hamilton.⁶

But, some residents were not as optimistic and gave reasons for their pessimism. Although criticism of the bridge were numerous, and the credibility of the critics questionable at times, one would like to focus on one important criticism. Some experts voiced their fears claiming that the bridge could become a bottleneck for traffic within the next twenty five years after construction. In order to avoid this they suggested that designers should extend the four lanes to six and if possible eight lanes.⁷ But the added cost probably made this suggestion less credible in 1957.

The technical drawbacks if any, and increased financial cost of building eight lanes was unattainable. Our study group could not find any publications which compared the four and eight lane structures. The final estimated cost for the four lane structure was fifteen point five million dollars (15.5).⁸ According to a 1975 study, the final cost was thirteen million dollars (\$13 million). The final length of the bridge from abatement to abatement was 8,397 feet and 8 inches (see Appendix B:5).⁹

THE BURLINGTON SKYWAY BRIDGE: A WELCOMED RELIEF TO HAMILTON BEACH

Expectations were high when authorities approved and finalized plans for the Burlington Skyway Bridge. The new bridge it was thought, would help to elevate a number of local problems. The residents envisaged a likely reduction in the volume of traffic along Hamilton Beach. The problems with high pollution and noise levels would be elevated. Finally the danger faced by area school children crossing Beach Boulevard would be minimized.¹⁰

But some Beach residences were adversely affected by the new structure. Local businessmen who depended on the patronage of travellers predicted a dim future. Restaurants, motels, variety stores and other businesses later saw a reduction in their patronage. Initially the businessmen had the option of relocating, which was a costly endeavour, or remaining on the Beach and experiencing a slow business death.¹¹

Some home owners lost their houses when ninety three properties were bought by the Ministry of Transportation and Communications. Privately owned properties and houses within the immediate vicinity of the Skyway route

were bought.¹² Area residents located on the bayside, whose properties extended to Hamilton Bay, later saw a reduction in their lot size. They lost their original access to Hamilton Bay.¹³ The free and uncontrolled utilization of Hamilton Harbour for recreational purposes was terminated. The view from the backyards changed from the beautiful unpolluted waters of Hamilton Bay to the never ending flow of traffic and increased congestion of the Skyway. Although some problems were solved, new ones were created.

Although some expectations were fulfilled for the Beach residents others were not. For one, the volume of traffic along Beach Boulevard declined, but most heavy trucks continued to use the old route. They detoured onto Beach Boulevard to avoid toll charges on the Burlington Skyway Bridge. In addition motorists detoured onto Beach Boulevard whenever a major mishap occurred on the new Skyway.¹⁴ Hence the Beach Boulevard and Burlington Lift Bridge undertook the function of arterial roadway for all motorists.¹⁵

THE QUEEN ELIZABETH WAY AND SKYWAY BRIDGE EXPANSION

Traffic volume and accident rates have increased over the years. Hence this created a need to increase the capacity of the Burlington Skyway Bridge¹⁶ (see Appendix B:6, B:7). One will now examine the problems of the existing Skyway Bridge, and the proposed plans for the expansion.

In our conversations with the Ministry of Transportation and Communications' officials, it was disclosed that the present use of the Burlington Skyway Bridge far exceeds the capacity. This was demonstrated traffic congestion during peak hours coupled with increasing accident rates.¹⁶ (see Appendix B:7). In addition extremely bad weather conditions including high winds and heavy fogs have forced the closure of the Skyway Bridge and have created severe traffic congestions.¹⁷

One official also stated that Burlington Skyway Bridge presently lacks the lateral clearance and a shoulder. The latter feature is a necessary requirement for all major transportation routes. A four lane bridge limits the maneuverability of large trucks especially on windy days. All these factors have contributed to a high accident rate.¹⁸ The above problems were neatly summarized by the 1979 Environmental Assessment Report. It stated that:

the existing 4 lanes of Q.E.W. between Highway 403 in Burlington and Highway 20 is operating at a poor level of service which results in frequent stoppage, delays and accidents ... the slow moving vehicles climbing the over 4,000 long, 3% grade up the Burlington Skyway - this helps to restrict capacity and contributes towards unusually high accident rate on the Skyway. 19

These were the main concerns that forced expansion proposals, during the nineteen seventies.

Planners and engineers retired to their drawing boards to design and plan expansion alternatives. Two main alternatives were submitted for the Burlington canal crossing:

- (1) to build an eight lane tunnel alongside the present Skyway Bridge
- (2) construction of a second bridge adjacent to the present bridge (often referred to as twinning of the Skyway) 20 (see Appendix B:8)

After these proposals feasibility studies were conducted. One of the results was as follows:

Q.E.W. Feasibility Study (Summary of Preference Survey)
Sample number 188

2) Canal Crossing

- | | |
|-------------|--------|
| (1) Bridge | 6% |
| (2) Tunnels | 94% 21 |

In 1975 a large percentage of the people surveyed preferred the tunnel option in 1975. It should also be noted that the two conservation authorities and other environmentalists preferred the tunnel as opposed to the twinning of the bridge. 22 The Ministry of Transportation and Communications 1975 study compared the cost of building the bridge versus the tunnel, three basic designs were used. This Beach report will not elaborate on the designs but the cost differences are worth noting. The estimated total cost for the tunnel was forty seven million dollars, while the bridge's estimate was thirty two million dollars. These cost estimates were based on 1973 prices. 23 This prompted several arguments for and against the two proposals.

The Ministry of Transportation and Communications preferred the twinning option because it cost less. The cost factor was their most important concern. In contrast the Hamilton Regional Conservation Authority and the City of Burlington preferred the tunnel proposals. 24 The latter

group stated that, the long term benefits of building a tunnel could make the fifteen million dollar difference minimal. The Hamilton Regional Conservation Authority, in the 1978 reply to Ministry of Transportation Assessment Report, made several arguments which strongly favoured the tunnel proposals. The tunnels, they stated, would accommodate future traffic volumes all year round, and thus would alleviate need for an arterial road. Hence this would cause a considerable reduction in total costs. 25

The Conservation Authority was not alone in questioning these cost estimates. The City of Burlington in a detailed correspondence to the Ministry of Transportation and Communications, they questioned the validity of these estimates and asked that more indepth studies of this financial estimates. 26

Finally it was stated that damages to properties and injuries or loss of lives would occur on both structures. But final estimates showed that such losses would be three times higher if the Skyway was twinned. 27

Despite these arguments the Ministry of Transportation and Communications continues to support the option of twinning the Skyway Bridge. They considered the total cost as the most important factor; hence their three stage expansion program aims at fulfilling future transportation demands at a low capital cost.

THE THREE STAGE DEVELOPMENT PLAN

In 1979 the Ministry of Transportation presented a three stage redevelopment plan which favoured the Bridge option. Stage 1 was given the conditional approval by the Ministry of Environment, but stages two and three were returned to Ministry of Transportation and Communications for further considerations. The details of all three stages are outlined in our appendix; one would now like to focus on the main elements of stage I and II [see Appendix B:9].

The developments within Stage I will primarily affect the Hamilton Beach residents. The following sentences outline the important sections of both stages.

- Stage I (1) Construction of a four lane arterial from Burlington Street in Hamilton to Highway 2 in Burlington

 (2) Modification of existing lift bridge to accommodate four roadway lanes.

Stage II (1) Construction of a new five lane bridge over the Burlington Canal to accommodate southbound Queen Elizabeth Way traffic. This would initially operate as four lanes (three lanes plus truck lanes)

 (2) Modification of the existing Skyway Bridge to accommodate northbound Queen Elizabeth Way traffic (three lanes plus truck lanes)

Although the second bridge will be located on the Bayside of Hamilton Beach, these two Stages will cause a remarkable modification of the present land use pattern on the Hamilton Beach. Hamilton Beach residents have already seen signs of these land use changes. Since 1970, the Ministry of Transportation and Communications has been purchasing houses that are within the immediate proximity of the arterial route. According to the Ministry's officials, one hundred and four houses were bought between 1970 and 1980. Ninety eight of these houses acquired were demolished, while eight are presently rented to various families [see Appendix B:10].

These existing vacant lots have made a significant contribution to the physical alterations of the Hamilton Beach area. These vacant lots were poorly maintained, and were the source of concern for area residents ³⁰. On the

completion of this report, the total amount of properties necessary for fulfilling developments plans, were not known. Some area residences, have expressed their fear that the Ministry of Transportation and Communications might expropriate residents to obtain additional properties. This fear might be unwarranted because presently, there is no immediate need to acquire large proportions of land. In addition, the Ministry of Transportation and Communications has halted their land acquisition program; no purchases have been made since 1981. According to Ministry of Transportation and Communications personnel, future land acquisition along Hamilton Beach might be minimal when compared to previous years acquisition. 31

The Burlington Skyway Bridge expansion issue will continue into the 1980s. Since the 1957 construction, the Skyway bridge has caused problems in the Hamilton Beach area. Therefore, this proposed expansion will also affect the Hamilton Beach community; in order to elaborate on the total impact, more indepth study is required.

CONTEMPORARY DEVELOPMENTS 1970s - 1980s

Since the mid 1970s, Hamilton Beach has been undergoing another phase of transformation. Pressures from government and non-governmental agencies resulted in action by the City of Hamilton, Hamilton Regional Conservation Authority and the provincial government. Although the city was basically concerned with environmental problems, the Conservation Authority aimed at providing a parkland ¹. These two agencies played the major roles in converting the Hamilton Beach area to a parkland. The Hamilton Beach Acquisition Programme provides guidelines for this conversion ². The following events led to the formation of the acquisition programme.

THE HIGH WATER PROBLEM 1973

In 1973 the water level of the lake and harbour rose, causing extensive flooding of many Beach houses. Damages to basements, heating systems and personal lots were common in many houses. It was the first major flooding since 1943, residence attempts to sell their damaged houses were unsuccessful ⁴. This prompted a request from Beachites, asking the City of Hamilton to purchase their houses. However, the total number of these requests was unavailable to our study group. In 1973 the City of Hamilton conducted a survey, its results were indicative of the social disturbances caused by the flooding. The results were as follows:

760 questionnaires sent to Beach residents

Response: 311 willing to sell

178 not interested in moving

53 undecided

218 no reply ⁵

One can infer that the high response rate was a direct result of the critical situation. Secondly in 1973 there were a large number of poorly kept houses, most of which were structurally unsound ⁶. Therefore it is not surprising that 57% were willing to sell their properties.

HAMILTON WATERFRONT STUDY 1974

This study completed in 1974, made several recommendations for the future development of the shorelines of Halton and Hamilton-Wentworth Regions ⁷ (see Appendix - Map D:2). They outline several problems along the Beach area:

firstly, the poor utilization of the entire Beach. They stated that Hamilton-Burlington Beach is a natural asset which can produce more economic and recreational benefits to the area. Secondly open space within the study region was poorly distributed and generally unattractive. Finally the quality of houses were declining along the Beach.⁸ To eliminate these problems, they recommended three main functions of the Beach:

1. The Beach should serve to provide recreational facilities for the area
2. - provide routes for utility lines and transportation network
3. - finally to protect Hamilton Harbour⁹

These recommended functions vary from the existing functions of Hamilton Beach. Yes, the area does protect Hamilton Harbour, and provide routes for utilities and transportation networks, but good recreational facilities are limited. The study area is predominantly residential, nevertheless recreational facilities are severely limited within the community. The 1974 report and 1973 flooding had some impact on the Hamilton Beach community.

THE CITY SEEKS PROVINCIAL AND FEDERAL SUPPORT

With the high water of 1973, Halton-Wentworth Report 1974, critical conditions of properties, and pressures from Beachites, the City of Hamilton decided to take action. Lacking the financial support to undertake a massive acquisition programme, the city asked for federal or provincial assistance.¹⁰

But assistance was only available from one level of government. Hamilton Beach, unlike Confederation Park, was not designated an urban renewal area. Therefore it was not eligible for federal assistance. However, the provincial government decided to fund half the acquisition programme, providing the city funds the second half. Hamilton Regional Conservation Authority became the main channel through which the province funded the programme. Before commencing this assistance programme, Project 36 was drafted.¹¹

HAMILTON BEACH: THE RECREATION PROPOSAL

Project 36, drafted by the Hamilton Conservation Authority, aimed at transforming the existing residential area into a recreational area. The designers of this project claimed that the environmental conditions were not conducive to year-round residency.¹² Therefore, they proposed recreational

land use for the Hamilton Beach. Firstly, the people would only be exposed to the environment for a few months of the year. Secondly, pollution control methods have improved and will continue to improve in the future. Finally if the Queen Elizabeth Way is expanded there would be a buffer zone between the highway and the beach.¹³ But no human health studies have been conducted to substantiate the first claim. Nevertheless Project 36 aimed at the long term acquisition of Hamilton Beach houses, to create a recreational parkland.¹⁴

With an annual budget of \$600,000.00, they hoped to purchase 550 properties over a twenty to thirty year period. Half of this funding was given by province, while the second half is from the city. The city's share was raised through the Regional Government's levy on the city of Hamilton.¹⁵ In 1975 the city independently purchased 18 houses that suffered extensive flood damages. By 1975 Project 36 was implemented, the Hamilton Regional Conservation Authority then purchased the 17 properties from the city. In its first year Project 36 spent \$154,000.00 on acquiring beach properties (see Appendix B:11). On completion of this property acquisition, government officials and Hamilton Conservation Authority will commence drafting the formal recreational parkland plans.¹⁶

The City of Hamilton's Real Estate Department and Hamilton Regional Conservation Authority agreed to handle the administration and implementation of the entire program. A five member committee was delegated to oversee the program's progress, two members were from Hamilton Regional Conservation Authority, and the others were from the City. This committee formulates the details and acts as director in all aspects of the program.¹⁷

The acquisition program follows a standard procedure (see Appendix B:12). Firstly, all negotiations must transpire between a willing buyer and a willing seller. In short residence must ask the city to purchase their houses. After this request the city goes through all the stages listed in Appendix B:12. The residences can if they wish, withdraw their request before or during the negotiation period (see Appendix B:12). Priority one cases are always in the worst living conditions, and are therefore purchased first. But under certain extenuating circumstances, a residence can be transferred from a priority three case to a priority one. This change must be approved by the five member committee.¹⁸

City officials and the Hamilton Regional Conservation Authority

entered a leasing arrangement that guaranteed the proper maintenance of properties once purchased. There were two leasing arrangements, the first was a short term arrangement effective since 1976 and subject to annual renewal by the Hamilton City Council. The second, a long term 99 year lease, which was approved by Hamilton City Council in summer of 1981. But before its implementation, this lease must be approved by the Ontario Municipal Board. Presently, the programme is operating under the short term lease (see Appendix B:13). ¹⁹

In essence both leases delegate to Hamilton the acquisition, negotiation and demolition of the structures. Any legal fees, administrative costs and other expenditures were handled by the Hamilton Regional Conservation Authority, who manages the \$600,000.00 annual budget. ²⁰ After the house is purchased all existing structures are demolished. The property is then leased to the city for maintenance. Total cost of this maintenance is covered by the city's budget. ²¹ Since its implementation in 1974-1975, this program has a number of problems.

PROBLEMS: THE CITY OF HAMILTON - LAND ACQUISITION PROGRAM

The Hamilton Beach Acquisition Program faces two principal problems: declining purchasing power and the increasing cost of housing. The former problem is due to rising inflation and increasing real estate prices. In addition, the structural quality of houses purchased recently were better than those bought during the early periods. These factors were reflected in the increasing average purchasing price for properties bought 1975-1980 ²² (see Appendix B:11). Financial cutbacks are another obvious problem, Conservation Authorities' officials have already reported a recent cutback of funding from \$600,000.00 to \$540,000.00, with the provincial government now funding 55% and the city 45%. ²³ Three scenarios outline the probable outcome of this project (see Appendix B:14).

Although it is not a problem, the unguaranteed nature of the funding agreement warrants examination. The annual funding can be reduced, or terminated without extensive notices. If the province or the city of Hamilton cannot provide their yearly percentage of funding, the programme can be terminated. ²⁴ (see Appendix B:13). Finally the province can withdraw its financial support if the Conservation Authority makes such a recommendation.

Should this acquisition programme fail to acquire all the properties within the thirty year period, another decision has to be made. Conservation Authorities officials are reluctant to predict their probable actions, but would wait until that occurs before a solution is developed. These are the problems faced by the current house acquisition program.

From the mid 1970s, this program introduced a new phase of transformation for the Hamilton Beach Community. The implementation of the land acquisition has altered the physical appearance of the Beach Community. Scattered vacant lots beside existing houses now typify the present land use pattern within the Beach community (see Appendix D:1). Although the end result of the three earlier phases have already been stated, one will not speculate on the possible results of the 1970-1980s phase.

"PROBLEMS, PROBLEMS, PROBLEMS":
THE SEVENTIES - THE EIGHTIES

INTRODUCTION

Hamilton Beach in its early days as a community had its share of problems. Transportation troubles at the time related to dust from the unsprinkled dirt roads, the noise of the coal trains and the overcrowded conditions of the radial cars.⁵⁴ High class summer residents wanted additional municipal services such as electric lighting, cement sidewalks, and a new water system from the Beach Commission.⁵⁵ As early as 1912, pollution problems were reported. People began to see a need to control water pollution as the Bay's waters were filled with sewage, oils and acids from industry.⁵⁶ Today the problems on the Beach parallel those of the Victorian age but have grown and intensified. Flooding, traffic, poor municipal services, planning proposals and pollution all plague the area.

FLOODING

The oldest problem facing Beach residents is flooding due to fluctuation of Lake Ontario's water levels with heavy rains and snowfalls.

In the summer of 1943 the water levels of Lake Ontario exceeded all previous records as the lake rose 58 inches over its normal level. Basements of the cottages and homes were waist deep in water and carp splashed in people's back yards. Boats were used on the bayside street. At the time the Beach was nicknamed "Little Venice".⁵⁷

1947 was another year of extremely bad flooding. This was supported by statements from the Ontario Department of Health. Septic tanks in the flooded area could not drain and it was feared that the stagnant water might start a health epidemic. The water level at this time was so high it went right up to the highway. One picture of the flooded area showed a woman in hip waders in her flooded back yard, hanging up her clothes.⁵⁸

1952, 1954 and 1955 were all years that high water created problems for area residents.

Flooding was not again recorded as a major problem until 1973 when bayside residents' basements were filled with water. Beach residents wrote to provincial and the federal governments seeking disaster funds. No funds

were made available to the victims of flooding. However, flooded homes were bought by Transportation and Communications and later by the Conservation Authority under its acquisition program.⁵⁹ Since 1973 high water has not caused any problems on the Beach.

TRANSPORTATION PROBLEMS

Once a major highway was built across the Beach traffic problems began. In 1959 there were as many as 15,000 cars travelling across the sandstrip in a day.⁶⁰ From the time the highway was built until the Skyway Bridge was completed, it was common to see bumper to bumper lineups of cars waiting for the Canal Bridge to be lowered. After the Skyway Bridge was built area residents thought their headaches with traffic were over. However car accidents on the bridge, icy conditions and high winds close the bridge often so that traffic must be directed along Beach Boulevard. Bumper to bumper traffic congestion on the Beach is still common today. Headlines such as: "Fatal Smashup Closes Skyway for Six Hours", "Skyway Closed 3½ Hours", "Man's Jump Threat Closes the Skyway Bridge" all results in traffic congestion on the Boulevard. Four accidents shut the bridge down between January 1981 and April 1981.⁶¹

The accidents on the Skyway Bridge not only cause traffic problems but potential health hazards. In January 1976, a truck carrying propane gas crashed and exploded near the Skyway Bridge, resulting in an evacuation of 300 Beach residents. Five years later on February 11, 1981, a fiery three truck crash on the Skyway led to another evacuation of 200 people. The trucks involved in the crash were loaded with chemicals that burned and filled the air with lethal smoke.⁶²

Transport trucks were another source of aggravation for Beachites in the past. In the early fifties trucks parked on the Boulevard blocking people's driveways. People complained about roaring trucks at all hours of night. Residents along Beach Boulevard welcomed the Skyway Bridge believing that the noise, fumes and dangers of truck traffic would be diverted from their front doors. In the sixties the people of the Beach were still plagued with truck traffic as trucks used the Boulevard to avoid the Skyway tolls. In April 1964, 200 women and children of the Beach barricaded Beach Boulevard at both ends, protesting that trucks were allowed on the Beach. "The Baby Buggy Barricade" was effective for in September of that year the ten year battle to rid the Beach neighbourhood of trucks was

won. 63 The numerous traffic and transportation problems facing the Beach are still not solved. Perhaps the twinning of the Skyway Bridge may provide the answer to this set of problems.

THE CITY GOVERNMENT

Since the city of Hamilton annexed the Beach, area residents have felt that they are neglected and forgotten by City Hall. A major complaint by Beachites has been with the city government's lack of provision of sewers. In 1971 area residents took matters into their own hands and approached the federal government to see if financial aid might be made available to the city in order to provide sewers. Despite the federal government's willingness to provide funds the city took no steps towards the installation of sewers. 64 The city government claims that the unique sandy soils of the Beach make it impossible to provide sewers without great costs being incurred. 65

The city's failure to clean up the Beach is another source of anger. In 1970, thirty Beach protestors, wearing surgical masks, carrying signs saying "Hamilton has halitosis", brought traffic to a stand still on Beach Boulevard. The group was led by members of the Hamilton Beach Community Council. They were protesting the lack of action on the part of the city in removing dead fish and accompanying flies and maggots from the beach. The unusually large amount of fish died that spring was so bad that the area residents could not open their windows due to the stench and the flies. 66

Beach residents have expressed concern about low water pressure for some years. In the late fifties poor water pressure was held partly responsible for the destruction of a valuable old home. 67 In 1976 a Regional Engineer was to look into the matter of low water pressure. After complaining for twenty years about low water pressure no action has yet been taken to solve this problem. 68

The difficulty in obtaining building permits is another complaint Beach citizens voice against City Hall. In a recent survey of 226 Beach residents, one person stated that the people of the Beach are not allowed to upgrade their homes because the city does not give building permits. 69 City Hall explained that residents cannot build on the Beach Boulevard because of health regulations involving septic tank systems. According to Hamilton Health Dept. people need at least 20,000 square feet of land in order to build 70. In

this recent survey, several people expressed skepticism over the regulations. These residents wondered whether the local alderman, living on the Beach, met the regulations for he was able to obtain a building permit. The survey results indicated additional grievances with City Hall. Inadequate police protection, fire protection and recreation services were all mentioned by area residents. One woman stated that by providing limited social facilities and services the local government is trying to drive people out of the area. While some admitted that taxes were low in the area, they still felt they were not getting their moneys worth from City Hall. 71

Many of the problems associated with poor city services have existed since annexation. Few solutions to these problems have been put forth by City Hall over the last 20 years.

PLANS AND PROPOSALS

The plans and proposals put forth by the City's Planning Department is another major source of disturbance for the Beach that might be treated separately from the problems already mentioned. Beach residents have been disturbed by City Hall's plans and proposals since the early sixties.

In 1963 the Beach Community was threatened with proposals that would zone their community as an industrial area. A number of concerned residents petitioned against this zoning and were successful in winning the battle. 72 The Official Plan of 1969 was met with opposition by the Beach. Members of the Hamilton Beach Community Council claimed that the plan was a patch work approach to aiding their community. They stated that the plan provided counterfeit solutions to the area's problems. 73 In 1974, Beachites were again to receive a blow as city hall proposed open space or parkland for the Beach. At this time the city and the region began the acquisitions program that would buy up properties for the park. Since 1974, the parkland proposal and the acquisition program have only intensified the problems faced by these people. First, the residents are angry that the city and region fail to maintain their vacant lots. Once the city and region purchase a home it is their policy to tear the home down shortly after. Residents feel that the uncut weeds on the lots not only lowered their property values but presented a fire hazard during dry weather. When confronted with this problem, the region stated that this was the city's concern. Nevertheless, they claimed that the lots were maintained by the city who cuts the weeds three times a year. 79 Some residents expressed a willingness to rent

these vacant lots and take care of them but the region and city refused. Mr. Vanderburgh explained that the Regional Conservation Authority is not equipped to handle a rental program. He said the cost of this additional program would lead to unreasonable rental fees. The scattered nature of the vacant lots was also viewed as a problem. Because the lots are scattered they distract from the entire area and cannot be made useful as small parks. 75

Residents feel that the acquisition program is unfair to them because the prices the city offers are so low. One man declared that the city steals residents properties on the Beach. Another person claimed that the city gives you a quarter of what it costs to relocate. An elderly woman stated that her pension wouldn't allow her to relocate. In defence, the City Real Estate Department claims that they use an independent real estate agent to assess the value of the properties and that they do offer a fair market price. 76

Another perceived problem associated with the acquisition program is the uncertainty the program presents. Residents are unsure of how long they can stay. They do not know whether or not to upgrade their homes. Several residents said that they wish the government would make up their minds because they are always changing the plans for the area. 77

Only a few residents felt that the school closure was directly related to the acquisition program. The plans and proposals put forth by City Hall seemed to have only confused and angered the people of Hamilton Beach rather than providing solution to their numerous problems.

POLLUTION

Pollution is probably one of the most critical problems facing Beach residents. A number of industrial fallouts have brought the seriousness of this problem to the attention of the residents during the seventies.

The first incident recorded in the files of the Burlington Beach Properties Owner's Association occurred in 1966. At this time, the lack of pollution control on the part of Columbian Carbon Plant was responsible for serious damage to the interiors of Beach residents' homes. Drapes, rugs and furniture were ruined by carbon deposits.

In 1979, a new culprit, T.D.S. or Interflow System Limited was charged under the Environmental Protection Act for the nuisance created by a light colour ash coming from the company. The smoke concentrations from

Interflow System Limited were so severe visibility on the Skyway Bridge was impaired. Two charges against the company were pressed:

- 1) emitting air contaminants causing loss of normal enjoyment of the properties
- 2) emitting opaque smoke cutting off 20% of the light.

Despite these charges people were still complaining about air pollution from this company a year later. 79

On February 7th and 8th, 1976 the Beach Strip was covered in black coal dust. The coal dust was traced to Dofasco. Beach residents were angry that the interiors of their homes were ruined. Rugs had to be shampooed, drapes cleaned and floors scrubbed. Some people had to have their homes and cars repainted. Others worried about the impact this industrial fallout would have on their health. Five hundred Beach residents signed a petition protesting pollution in their area and demanded action. Only thirty claims for damages were settled with no legal action taken against Dofasco. 80 George Kerr, Minister of the Environment, stated that charges against the firm were unnecessary and that steps had been taken to ensure the incident would not be repeated. 81

On January 27th and 28th of 1977, a reoccurrence of this incident took place, but was more severe. A list of damages drawn up by the residents included the following: damages to aluminum siding of homes, damages to cars, damage to the interior of homes (drapes, rugs, flooring), headaches and watering eyes and damages to trees and lawns. 82 This time two hundred and seventy-five people filed claims against both Stelco and Dofasco. Not all residents' claims were settled fairly. One Beachite paid \$1,300.00 for cleaning and painting his home yet the insurance adjuster gave an estimate of \$300.00 compensation for the damages. 83 As a result of this incident Stelco and Dofasco were given sixty days to research alternative methods of controlling the particulate matter and an agreement for immediate damage compensation was made. 84

In May 1980 white dust, not black dust, hit some Beach residents. Homes and cars were blanketed with a thin coating of fine gritty material from the sand blasting operations of the Skyway. 85 While some residents have been compensated others are in the process of trying to reach a damage settlement.

There have been numerous incidents of industrial fallout on Hamilton Beach. While the severe incidents of coal dust fallout have not reoccurred

since 1977 people still deal with high levels of particulate matter daily.

In 1979, the Ministry of the Environment put forward a report entitled "Hamilton's Air Quality". The report stated that pollution levels had improved in the long run since the early seventies. However, the report claimed that particulate matter levels remained stable and still unsatisfactory in many areas of the city. One of these areas is Hamilton Beach Strip where pollution readings are taken at one of the city's main monitoring stations, the North Park Station.

There are three sites of particulate matter measured on the Beach. A measure of fine particulate matter found that both the Barton Street monitoring station and the North Park station were above the Ministry's stated objectives. The daily objective was exceeded as many as seventy-three times at North Park and fifty-five times at the Barton Street Station in 1979. Both stations exhibited a 10 percent increase in the yearly average of this pollution since 1978. The medium size particulate or suspended particulate levels changed little in 1979 from previous years. Once again both the Barton Street and North Park stations exhibited unacceptably high levels of this type of pollution. In monitoring heavy material or dust fall, it was found that the lower city and the Beach Strip had levels that exceeded the Ministry's standard by two times. Generally, the report stated that conditions in the area were poor (see Appendix B:15).

Sulphur Dioxide levels at North Park were found to be acceptable. In 1979 the yearly means of this pollutant remained below the Ministry's objective. North Park has lower levels of Sulphur Dioxide than the Barton Street station. This pollutant is largely responsible for the odour problem the city faces (see Appendix B:16, B:17, B:18).

The levels of nitrogen dioxide and total oxides have decreased in the entire city since 1977. There were no exceedences of the Nitrogen dioxide objective in 1979 at any of the monitoring stations (see Appendix B:19).

The levels of Hydrocarbon in Hamilton Beach as a whole are stable but relatively high compared to other communities.

Ozone concentrations in Hamilton rarely exceed the Ministry of Environment's objectives. Hamilton usually experiences a lower ozone concentration than surrounding rural areas.

It appears that most hazard types of pollution affecting the people of Hamilton Beach are particulate matter. Unfortunately there is no information at this time on how this pollution affects a person's health. (see Appendix B:20).

The lengthy list of problems confronting Beach residents is still not complete. Several additional problems voiced by residents include: the lack of mortgage money available to people wanting to stay or buy on the Beach, the lack of available fire insurance for Beachites, bad publicity given the area by the local newspaper, the presence of the Red Devils (a local motor cycle gang), poor bus service and finally poor shopping facilities 87.

After the city annexed the Beach Community problems confronting the residents multiplied. The seventies are particularly characterized by endless problems. First there was high water in 1973, then the parkland proposal in 1974, which was then followed by an evacuation in 1976 due to the serious crash on the bridge. 1976 was also the year for the first coal dust incident which was shortly repeated in 1977. It is not surprising that Beach residents feel neglected, abused and defeated for 1957 to 1981 have been years for problems, problems, problems.

B.E.A.C.H.

BEACH EDUCATION, ALTERNATE, COMMUNITY AND HISTORY PROJECT

SURVEY RESULTS: SUMMER 1981

SURVEY RESULTS: INTRODUCTION

The Hamilton Beach survey was designed to give three sets of information:

- (1) to obtain any relevant historical information the residents may have pertaining to Hamilton Beach
- (2) to obtain information on the physical condition of the residents and demographics of the area
- (3) to record resident's awareness of and opinion on recent developments on Hamilton Beach.

Our time, budgetary and manpower limitations precluded an indepth and extensive questionnaire. In addition over the years Hamilton Beach community has been subjected to a number of social science surveys. It was anticipated that they would be reluctant to complete lengthy questionnaires. Therefore, our questionnaire was short and precise. The "yes" and "no" responses, with allowances for respondents' elaborations also minimised the completion time. The questionnaire was designed and carried out by the same research team.

The door to door surveying technique was used by the three party research team. Commencing at the north end of Hamilton Beach, and working towards the south, all residences were asked to respond to the questionnaire. Questions were asked and responses recorded by a member of the research team. Each household was permitted to complete one questionnaire; all respondents were above eighteen years old, and a resident of Hamilton Beach. A physical inventory of occupied households was taken during our survey. The response rate calculated from our inventory was fifty two percent (52%) of the total occupied households.

The lack of responses from forty eight percent (48%) of residences was mainly due to their absence from home while the survey was being conducted. Only a minimal percentage of that forty eight (48%) were at home, but refused to answer our questionnaire. In order to minimize biases in our survey certain precautions were taken. Our survey format made allowances for direct quotes from respondents. In addition the team worked together from the design stage through to the coding and report stages. Hence this method guaranteed consistency throughout all stages. Questions one, two and three were designed to assist other aspects of our research, hence the results are not recorded here.

Finally due to the time limitations, and lack of expertise, no statistical calculations were done. However, all responses received have been tabulated and recorded in the following pages. The following list gives a summary of land use activities along Hamilton Beach during our survey period.

Total number of Residents	438	
Total number of survey responses	226	= 52%
Total number of churches	3	(1) St. Andrews (2) Chapel of the Little Flower (3) Beach Gospel Chapel
Total number of Variety Stores	3	
Total number of Restaurants	1	
Total number of Gas Stations	3	
Total number of Playgrounds	2	(1) Skyway (2) Kiwanis

4. Should this area be upgraded and preserved?

Total no. of responses - 226

yes	-	94%
no	-	5.1%
Dk	-	.9%

Reasons for "No" Response:

- one cannot stop progress, if it's for the betterment of the majority
- one cannot oppose progress in general, irregardless of its impact
- the Beach is not a good area to live because of its high pollution rate
- "I do not like the Beach now but where do you go."
- you people are 40 years too late - this was once an exclusive area but the beach is now degraded and is not worth preserving

Reasons for "Yes" Response:

- there is something special about this area
"we like it here", "we love living here",
"it's a great place for raising children"
- some families have lived here for generations, it would be a shame to drive them off the Beach
- the Beach is one of the nicest areas to live in Hamilton; now that a lot of the shacks have been torn down, the area is improving
 - Hamilton Beach would be an asset to Hamilton if it is restored or upgraded
- the Beach has a number of fine examples of late Victorian homes
 - some of the homes are heritage and are worthwhile preserving
- the Beach area has a bad image which is unfortunate because it really is a beautiful and unique area
- The Beach has a rural setting yet it is accessible to the City of Hamilton

5. Do you know the age of this house?

1-20 yrs	5.8%
21-40 yrs	22.1%
41-60 yrs	13.7%
61-80 yrs	15.5%
81-100 yrs	6.6%
100 yrs & over	3.5%
Dk	32.7%

The correct recollection is questionable, mainly because some residents were estimating age from memory, others were from more accurate sources such as deeds.

PUBLIC AWARENESS

8. Do you know what the government has proposed for this area (Bearch area)?

yes	75.7%
no	24.3%

8a. Do you agree with this proposal?

yes	15.5%
no	76.5%
Dk	8%

Reasons for "Don't Know" Response:

- they were not fully informed about the proposal - did not know its aims or objectives therefore they refused to take a stand
- confused with the numerous proposals

8b. Reasons for the "Yes" Reply:

Total of respondents: 33

a.	No hope for the Beach as a residential area	4.4%
b.	industry will make better use of the land	1.8%
c.	Region needs more parkland	6.6%
d.	other reasons	1.8%

8c. Reasons for a "No" Reply:

193 Responses

a.	destroy cultural heritage of a viable community	30.1%
b.	fear that land would be sold to industry or major corporation at a later date	6.3%
c.	you like your home	3.5%
d.	other	35.4%
e.	Dk	10.2%

9. What future do you see for the Beach Boulevard area?

a.	land left entirely for parkland and recreational purposes	26.5
b.	industrial park (warehouses, industrial research)	15.9
c.	location for heavy industry	8.8
d.	residential (remains in present condition)	9.3
e.	residential (after it is upgraded)	6.2
f.	transportation (major highway)	14.2
g.	other	19.0

10. What future would you like to see for the Beach Boulevard area?

a.	land left entirely for parkland and recreational purposes	8.4
b.	industrial park (warehouse, industrial research)	0
c.	location for heavy industry	.44
d.	residential (remains in present condition)	4.4
e.	residential (after it is upgraded)	82.3
f.	transportation (major highway)	0
g.	other	4.4

11. Do you think the government should provide some funding to residents in order that they can improve their houses? (i.e. do repairs, renovations, upgrade; assistance in the form of grants or low interest loans)

yes	65%
no	25.2%
Dk	9.8%

12. Would you participate in a government programme that aims at improving the area and will allow you to reside here? (definition of improving)

yes	64.2
no	27
Dk	8.8

13. Do you think that the Beach Preservation Committee is a worthwhile community organization?

yes	66.4
no	12.8
Dk	20.8

Reasons for the "No" Response:

- the Beach Preservation Committee is fighting a losing battle
- they do not have enough political power
- most of the members on B.P.C. are renters and have only lived here for a short time. Therefore, they cannot really express the need and problems of the people
- the B.P.C. is most valuable to people with school age children
- B.P.C. aims are worthwhile but you cannot fight City Hall
- the B.P.C. just makes it harder on the area residents by trying to fight City Hall

Reasons for the "Yes" Replies:

- it is an organizing force that helps keep the beach together
- they help to mediate between the people and the politicians

- they are trying to make a better community
- they are working hard to preserve the area
- they have helped to improve air and water qualities (campaign against air pollution)
- they definitely do a good job

13b. Would you actively support any organization that was devoted to maintaining the Beach Boulevard area as a residential area?

yes	62%
no	27.4
Dk	10.6

13b. Do you think that there is a strong sense of community in this area?

yes	70%
no	19.5%
Dk	10.5%

14. It has been said that there are only a few of these houses that are in good condition. Do you have any problems which relate directly to the exterior or interior of your house? (i.e. flooded basement, poorly structural quality)

- | | |
|----------------------------------------|-------|
| a. Occasional flooding of the basement | 14.6% |
| b. poor structural quality | 1.3 |
| c. leakage of the roof | 3.1 |
| d. septic problems | 8 |
| e. No problem | 73 |

15. What do you consider as the major problem facing the Beach community?

- | | |
|----------------------------------------------|-------|
| 1. pollution is not a problem | 59% |
| pollution is a problem | 26.1% |
| 2. the city government's neglect of the area | 14.0 |
| 3. traffic | 10.2 |
| 4. other | 8.4 |
| 5. school closure | 8 |
| 6. park proposals | 7.1 |
| 7. lack of sewers | 5.8 |
| 8. Don't know | 5.3 |
| 9. none | 4.9 |
| 10. uncertainty of area | 3.5 |
| 11. diminishing population | 3.1 |
| 12. bad publicity | 2.7 |
| 13. lack of mortgage money | .9 |
- 59% who saw
pollution as no
problem

PERSONAL INFORMATION

16. How long have you been living here?

a. under 5 years	21.7%
b. 5-15	27%
c. 16-25	18.1%
d. 26-35	12.8%
e. 36 and over	20.4%

16a. Why did you choose this area as a place to reside?

a. Affordable housing	19.5%
b. close to work	6.6%
c. close to school	.9%
d. Beauty of area	19.5%
e. Friendly neighbourhood	3.1%
f. other	50.4%

16b. Do you plan to remain on the Beach for the next ten years or more?

yes	81%
no	11.5%
Dk	7.5%

Reasons

- affordable housing
- cannot afford to live elsewhere
- good place to raise children
- own their own house and cannot afford to purchase another
secondly, they have paid off the mortgage for the present house
- like their house

"No"

- area's reputation is declining

Dk

- depends on their health and their lifespan
- if they receive a building permit they might remain here
- might change jobs in the next ten years

17. Sex of Respondents

male	36.7%
female	63.3%

18. Which of the following age categories applies to you?

a. 16-20	6.2%
b. 21-30	17.7%
c. 31-40	11.5%
d. 41-50	21.7%
e. 51-60	16.8%
f. 61 and over	26.1%

19. Is this household headed by a single or two parents?

- single parents	19.0
- two parents	79.2%
- other	1.8%

Other category includes - married couples without children
 - widows without children
 - spinster or bachelor

20. What is the occupation of the individual (s) that support the household?

Blue collar workers	61.9
Retired	18.6
White collar workers	9.7
Unemployed	5.8
Other workers	2.6
Self-employed	1.3

20a. Where does this individual work?

Hamilton-Wentworth	86.5
Burlington	6.5
Other	7.

21. Are there any of your relatives living in the Hamilton Beach area?

yes	34%
no	66%

22. Are you:

- the owner of this property?	81.4%
- the tenant of this property?	18.6%

(If the respondent is a tenant, questions No. 22a, 22b were asked)

22a. Where does the owner reside?

- on the Hamilton Beach	24%
- in the City of Hamilton	19
- in another area	57

22b. If you had the appropriate amount of money, would you buy this house or a house along the Beach Boulevard?

yes	76.2%
no	23.8%

(The following questions were directed to the home owners.)

22c. Have you ever been asked to sell your house?

yes	35.9
no	56.5

Person, agency or company that made the offer.

76 asked by Ministry of Transportation and Communications

22d. Have you been offered a fair price?

(fair price was used here to mean market value price)

yes	7.0
no	77.2
Dk	15.8

Reason.

23. Would you sell your property to any one that offered you a fair market value price?

yes	35.9
no	54.3
Dk	9.8

Condition of Houses:

Good	32.3
Good/Fair	14.6
Fair	40.7
Fair/Poor	4.4
Poor	8.0

SURVEY GUIDELINES FOR DWELLING STANDARDS

<u>Category</u>	<u>Requirement</u>
Good	<ul style="list-style-type: none"> - good structural condition, no repairs, good or fair maintenance - new dwellings, well-maintained post-war brick dwellings, renovated pre-war brick dwellings
Fair	<ul style="list-style-type: none"> - good structural condition, minor repairs and maintenance needed, e.g., cracked window panes and some painting needed - well-maintained post-war frame dwellings, renovated pre-war frame dwellings
Fair-Poor	<ul style="list-style-type: none"> - fair structural condition, repairs and maintenance needed, e.g., some window frame replacement and some painting needed - includes all housing types
Poor	<ul style="list-style-type: none"> - fair structural condition, major repairs and maintenance needed, e.g., roof replacement and total painting - includes all types of dwellings
Bad	<ul style="list-style-type: none"> - poor structure, e.g., large cracks in brick-work, foundation failing - includes all types of dwellings

RECOMMENDATIONS

Hamilton Beach is a unique area, with a long and impressive history. After examining the problems of the area; response to our survey and physical environment, the study group drafted several recommendations. We have, in our recommendations, utilized existing facilities and buildings to lower the total cost of implementing these recommendations. The recommendations are as follows:

Alternative I

* The Hamilton Beach area should remain predominantly residential. The immediate shorelines of Lake Ontario should be utilized for recreational purposes. This area is presently leased from the crown to Ontario Hydro. In some areas Ontario Hydro owns segments of the lots (see Appendix D:1). Hence a new leasing agreement could be arranged with Ontario Hydro, The Crown, and the City of Hamilton. Appropriate recreational structures such as park-benches, etc. could be placed along the beach. The present industrial use of existing railway lines should be terminated. The lines could then be used for recreational purposes.

Residential Land Usage

- * Houses that have a good structural base should be renovated. Others that have poor structural quality should be demolished. Special considerations should be given to houses that are of historical or cultural importance.
- * Although the lack of sewage was not a major concern to the 226 respondents, we thought proper sewage facilities should be installed.
- * Noise pollution barriers such as berms should be constructed along the Bay side of Hamilton Beach. This would provide a buffer zone between residential areas - the Queen Elizabeth Way and Skyway Bridge. This buffer zone idea was also recommended in the 1975 Queen Elizabeth Way Expansion Report.
- * The renovation of houses could be undertaken by home owners; however, government assistance through any form of subsidy just might increase the rate of renovation.

Recreational Land Use

* Residential and recreational land uses can be created without conflicts along Hamilton Beach. In order to accomplish this two measures should be taken.

- (1) The public should have their own access to recreational facilities on Lake Ontario. Private property should not be used as a route to the beach. Hamilton Beach has numerous vacant lots (owned by the City of Hamilton - See Appendix Map D:1) these could be landscaped, beautified and act as public routes to the beach.
- (2) Private property should be clearly demarcated - the use of proper fencing by residents would be required.

* Existing vacant buildings such as the Bell Cairn school could be utilized for various purposes.

- It could be the vehicle for community sponsored activities.
- used as an administrative base for recreational activities along the beach.
- could provide indoor sports facilities.

CONCLUSION

This report is by no means the final word on Hamilton Beach. There are still some unanswered questions or questions that have not been given adequate attention. For instance: Is it of vital importance for Hamilton Beach to be transformed into recreational parkland? Does the Hamilton-Burlington area need another park adjacent to Confederation Park? How feasible is this recreational proposal? How feasible are the residential proposals? Are the Burlington Beach residents experiencing similar situations to the Hamilton Beach area? For the home owners that sell their houses to the City of Ministry of Transportation and Communications, how many people are capable of and willing to undertake a new mortgage? What will happen to the senior citizens, and single parents that are displaced, can they afford a better or similar living standard elsewhere? What is the alternative, if the land acquisition program fails to acquire a large number of properties? This myriad of questions and others not listed, can only be answered by additional research findings in the Hamilton Beach area.

Our study has not exhausted all the problems and the good aspects of Hamilton Beach. But given our time constraints this was not our intention, we focused on important aspects in Hamilton Beach's history and contemporary developments. Our survey results have generated a need for more specific and indepth surveying of the Hamilton Beach area.

It is hoped that this report has given a complete portrayal of Hamilton Beach as it was, and as it is today.

APPENDIX

- A:1 Kings Head Inn
A:2 The Beach Summer Resort
A:3 Ocean House
A:4 Royal Hamilton Yacht Club Appendices A:1 - A:6 follow
page 105
A:5 Radial Lines
A:6 "Macassa"
B:1 Chairmen and Vice Chairmen of the Beach Commission 1907-1950
B:2 Bell Cairn Statistics
B:3 Bell Cairn Cost Per Pupil
B:4 Bell Cairn Statistics
B:5 Burlington Skyway Bridge Statistics
B:6 Annual Average Daily Traffic Count
B:7 Accident Rates
B:8 Tunnel vs Bridge
B:9 The Three Stage Development Plan
B:10 Ministry of Transportation - Property Acquisition 1950s-1980
B:11 City of Hamilton Land Acquisition Program 1975-1981
B:12 Acquisition Procedures
B:13 99 Year Lease
B:14 Three Scenarios
B:15 Dust Fall
B:16 Sulphur Oxides
B:17 Soiling Index for North Park
B:18 Reduced Sulphur
B:19 Nitrogen Dioxide
B:20 Pollution Readings
C:1 Graph 1 - Population: Various Age Groups 1974-1980
C:2 Chart - Population: Various Age Groups 1974-1980
C:3 Hamilton Beach Population 1978-1980
D:1 Map 1 - Hamilton Beach: The Study Area
D:2 Halton - Wentworth Waterfront Study 1974 Study Area
D:3 Hamilton Air Monitoring Network

Appendix B:1CHAIRMEN AND VICECHAIRMEN OF THE BEACH COMMISSION
1907 - 1956

1907-1910	Eli Van Allan Wellington Jefferson Morden
1910-1917	Colonel J.J. Grafton W.J. Morden
1917-1926	Colonel J.J. Grafton James Crooks
1926-1935	James Crooks Norman Clark
1936-1940	T.J. Davey Colonel C. Gibson
1940	Charles Chadwick Gordon Truscott
1941-1946	Gordon Truscott A.E. Tidey
1946	A.E. Tidey R.W. Stone
1947	no chairman R.W. Stone
1948	R.W. Stone Fred Jento
1949-1953	Fred Jento Walton Francis
1953-1956	Fred Jento Wm. W. Leeming

Appendix B:2BELL CAIRN - STATISTICS

1. Date Opened - annexed 1957
2. Size of Site - 2.43 acres
3. Ministry Rated Capacity - 766
4. Operating Capacity (80% of M.R.C.) - 613
5. Present Enrolment - 88
6. Enrolment Since 1970:

<u>1970</u>	<u>1971</u>	<u>1972</u>	<u>1973</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>	<u>1980</u>
593	523	512	465	400	369	322	279	219	111	88

Projected

<u>1981</u>	<u>1982</u>
78	87

Appendix B:3BELL CAIRN - COST PER PUPILSalaries

Principal and Vice-Principal	\$17,955
Teachers	91,572
Caretaking and Cleaning	50,831
Clerical	<u>5,664</u>
Total Salaries	166,022

Employee Benefits	11,621
-------------------	--------

Telephones	950
------------	-----

Plant Operation and Maintenance	<u>38,200</u>
---------------------------------	---------------

	\$216,793
--	-----------

Enrolment - September 30, 1979	111
--------------------------------	-----

Average Direct Cost Per Pupil	\$1,953.09
-------------------------------	------------

Appendix B:4BELL CAIRN STATISTICS

1. A full time teacher's aide - \$8,400.00
2. One half time teacher's aide - \$2,900.00
3. Junior Kindergarten - 10 pupils
4. Senior Kindergarten - 16 pupils
5. Special Education - 5 pupils for Opportunity Class
6. Principal twinned with Woodward - \$19,475.00
7. Librarian - $\frac{1}{4}$ time - \$4,942.00
8. Music Teachers - $\frac{1}{2}$ day per week - \$1,976.00
9. Reading Assistant - one day per week - \$6,783
10. Age of Building - annexed 1957
- new section - September 1972

Total Number of Rooms	-	22
Number of rooms used	-	10
Outside Use	-	3
Empty Rooms	-	9

Appendix B:5THE SKYWAY BRIDGE STATISTICS

Completion Date 1957

Measurement: Length (from abatement to abatement) - 8,397 ft., 8 ins.

Width - 97 ft.

Length - 210 ft.

Percentage raise above sea level - 3%

from 2.64 ft. to 390 ft. above sea level

Table B:6ANNUAL AVERAGE DAILY TRAFFIC WITHIN THE SKYWAY AREA - N + S Accesses

1959	-	15,000	1973	-	39,650
1960	-	17,000	1974	-	41,850
1965	-	27,000	1975	-	43,950
1969	-	33,400	1976	-	50,550
1970	-	34,600	1977	-	50,700
1971	-	36,900	1978	-	52,700
1972	-	37,200	1979	-	60,200
			1980	-	56,900

Accident Rates B:7

SUMMER AVERAGE DAILY TRAFFIC 1971 - 48,150

SUMMER AVERAGE WEEKLY TRAFFIC 1971 - 46,050

COLLISION RATE:

1970	-	3.1 collision per mile travelled
1971	-	3.2 collision per mile travelled
1980	-	2 collisions for every kilometer travelled

NUMBER OF ACCIDENTS PER YEARS

1977	-	114	1979	-	129
1978	-	74	1980	-	134
			1981 - January - August 1st -	69	

Appendix B:9THE THREE STAGE DEVELOPMENT PLAN

STAGE 1 would include the following:

- 1) Construction of a new four lane arterial from Burlington Street in Hamilton to Highway 2 in Burlington.
- 2) Modification of the existing lift bridge to accommodate four roadway lanes.
- 3) Modification of the existing Burlington Street/Woodward Avenue interchange to provide more direct access between Burlington Street and the new arterial.
- 4) Addition to one lane in each direction to the Queen Elizabeth Way between Highway 20 and Burlington Street.
- 5) Construction of a new interchange at Highway 2.
- 6) Construction of a new interchange at Plains Road/Fairview Street.
- 7) Construction of a six lane Queen Elizabeth Way on new alignment between Highway 2 and Highway 403.
- 8) Construction of a noise barrier on the west side of the Queen Elizabeth Way between Highway 2 and Plains Road (Fairview Street).

STAGE 2 would include the following:

- 1) Construction of a new five lane bridge over the Burlington Canal to accommodate southbound Queen Elizabeth Way traffic. This would initially operate as four lanes (three lanes plus truck lane).
- 2) Modification of the existing Skyway bridge to accommodate northbound Queen Elizabeth Way traffic (three lanes plus truck lane).
- 3) Widening of the Queen Elizabeth Way to six lanes from the Skyway northerly to Highway 2 and from the Skyway southerly to Burlington Street.
- 4) Construction of noise barrier on the east side of the Queen Elizabeth Way between the Skyway and Woodward Avenue.

STAGE 3 would include the following:

- 1) Widening of the freeway to eight lanes between the Guelph Line and Highway 20.
- 2) Construction of new, modified or completed interchanges at Guelph Line, Brant Street, Highway 403, Fairview Street and Burlington

Table B:10

PROPERTY ACQUISITION 1970-1980
MINISTRY OF TRANSPORTATION AND COMMUNICATIONS

Year	Number of Properties Bought	Year	Number of Properties Bought
1970	3	1975	13
1971	2	1976	2
1972	4	1977	1
1973	40	1978	3
1974	31	1979	2
		1980	3
Properties purchased initially for construction of Burlington Skyway Bridge			
			93
Total number of rented properties			
Properties houses 1981			8
Total number of properties owned by Ministry of Transportation and Communications			
			104

Table B:11

PROPERTY ACQUISITION 1975-1981
HAMILTON REAL ESTATE DEPARTMENT

As of July 16th, 1981

Number of properties on Priority 1	31
Number of properties on Priority 2	36
Number of properties on Priority 3	15
Have requested inspection	17

Average Price Paid Per Year

<u>Year</u>	<u>Number of Properties</u>	<u>Average Price Paid</u>
1975	17	\$16,697
1976	3	18,333
1977	26	20,201
1978	23	22,201
1979	21	26,220
1980	18	24,833
1981 to date	11	28,163

Source: Hamilton City Hall
 Real Estate Department

Appendix B:12CITY OF HAMILTON: ACQUISITION PROCEDURE

Based on "willing buyer, willing seller"

- 1) Home owner approaches City of Hamilton Real Estate Department
- 2) Hamilton Real Estate Department sends one of their personnel to conduct a preliminary inspection of the house. This is done to determine the physical condition of the house.
- 3) The house is then placed on a waiting list - having three priorities:
 - Priority One: house that needs major repairs
 - poor structural quality
 - potential danger to health - experience frequent flooding of the basement
 - septic tank problems

Home owners slotted in this category usually wait two to three years before the house is purchased. In cases such as an emergency occurs the house may be purchased immediately. The latter decision is made by the special committee.

Priority Two: - minor repairs needed
 - fair to poor structural quality

Priority Three: - good house
 - good structural quality
 - housing conditions not major reason that forced home owner to sell

A house can be transferred from one category to another for instance from a category two to a category one, under various extenuating circumstances. For instance, death in family or any other sudden family crisis. This decision is again made by the special committee.

- 4) When the time arises for the house to be purchased, the city Real Estate Department contacts the home-owner. If the home owner is still willing to sell, negotiations start.
 - (A) Independent appraiser is sent to give an appraised value for the house.
 - (B) The City Real Estate Department then makes this offer to the home-owner.
 - (C) The home owner can then reject or accept the offer made.
 - 5) If the offer is accepted, the Hamilton Regional Conservation Authority provides the funds to purchase the house.
- After purchase is made and home owner vacates property.
- 6) The City of Hamilton then secures the buildings on the property - eg. boarding up windows and doors etc.

- 7) A tender to demolish the house is issued by the city - as soon as purchase is made. Local contractors can then place bids to demolish the existing buildings on property.
- 8) Within three to four weeks after purchase, the building is demolished.
- 9) After demolition of buildings, the property is then landscaped and secured.

During this process the individual can at any time withdraw the request from the City's Real Estate Department.

Appendix B:13

NINETY NINE YEAR LEASE

Corporation of The City of Hamilton
Report of the Finance Committee
File No. 80-12-55 DWV:ap July 6, 1981

SUBJECT

Long Term Lease between Hamilton Region Conservation Authority as Lessor
and the City as Lessee - Beach Strip Properties

RECOMMENDATION

That the Corporation of the City of Hamilton enter into a Long Term Lease Agreement with the Hamilton Region Conservation Authority for a term of 99 years wherein the City of Hamilton agrees to lease all the properties purchased by the Conservation Authority during the term of this agreement at a rental equal to taxes and in accordance with the provisions of the Lease Agreement whose basic terms are detailed below.

BACKGROUND (If necessary attach material)

In adopting Item #13 of the 52nd Report of the Board of Control, City Council on December 11, 1979 approved of the City entering into a Long Term Lease Agreement with the Hamilton Region Conservation Authority for a term of 99 years covering properties which have been acquired on the Beach Strip by the Conservation Authority and properties to be acquired by the Conservation Authority on the Beach Strip during the term of this lease. The Council resolution read further that the City Solicitor be authorized and directed to apply to the Ontario Municipal Board for its approval to the City entering into the Long Term 99 Year Lease and Agreement to Lease the said properties, at a rental of the property taxes.

Since this date, the Conservation Authority and the City have been negotiating the terms of the said Long Term Lease and we are pleased to report that we have now arrived at an agreement with the Conservation Authority and are recommending that the City enter into this Lease Agreement with the Authority after the approval of the Ontario Municipal Board has been received.

We attach hereto a copy of the DRAFT LEASE. A summary of its basic terms are as follows:

1. The term of the lease is for a period of 99 years commencing December 1st, 1979 and expiring on November 30th, 2078. The lease covers all properties acquired by the Conservation Authority on the Hamilton Beach Strip to date and in addition covers all parcels or tracts of land and premises located on the Hamilton Beach Strip which the Lessor may hereafter during the term of this lease or renewal thereof acquire pursuant to the implementation of the phased acquisition project and for which the Lessor includes in this lease upon appropriate notification.

2. Paragraph I - The rent which shall be paid by the City to the Conservation Authority shall be in the amount of the aggregate of all taxes, rates, duties and assessments of every nature and kind whatsoever that may be levied, rated, charged or assessed against the properties covered by this lease agreement.
3. Paragraph II - The rent payable by the City to the Conservation Authority shall be payable in two semi-annual installments on the 30th day of June and the 31st day of December in each year during the term of the lease.
4. Paragraph IV - The Conservation Authority agrees to use exclusively for the purposes of the Conservation Authority's said acquisition project, the services of the City's Real Estate Department to negotiate for and obtains options for the purchases of property in the Hamilton Beach Area by and in the name of the Conservation Authority as purchaser and to obtain a written property appraisal prepared by a real estate appraiser selected by the Authority.

However, according to Paragraph VI of the Draft Lease, the City or the Conservation Authority may upon six month's notice to the other, end this use of the City's Real Estate Department.

5. Paragraph VII - The Conservation Authority shall have the sole and unfettered discretion to accept or reject any option to purchase a parcel of real property within the Hamilton Beach Area regardless whether such option has been negotiated by the Lessee's Real Estate Department. Upon acceptance of such option, the Authority shall retain its own solicitor to assist in completing the transaction.
6. Paragraph IX - All buildings, structures and improvements (if any) on the leased premises shall be at the risk of the City.
7. Paragraphs X and XI - The City shall be responsible for securing all buildings situated on property included in this lease agreement and shall continue to keep such lands and premises so secured until the demolition of these structures is completed.

The City shall, when a property is included in this lease, forthwith advertise for tenders for the demolition of the buildings, structures, fences and improvements located on the property, shall award the contract and shall complete the demolition within ninety (90) days of the leasing of the property to the City. However, if requested by the Conservation Authority or in the City's discretion, all or some of the improvements on a property need not be demolished due to architectural, cultural and historic reasons, they shall not be demolished by the City.

8. Paragraph XII - The City shall be responsible for site restoration of a property after completion of the demolition which shall include seeding the site to grass and the placement of posts upon the properties sufficient to prevent entry upon the site by automobiles.
9. Paragraph XIII - The City shall maintain the leased lands and the buildings and structures not demolished (if any) in a neat, clean condition free of hazards to all persons and property.

10. Paragraph XIV -

1. The City may within 120 days of receiving a notice from the Conservation Authority to include a particular property in the lease, give notice to the Authority that such a property is no longer included in the lease wherein the sole opinion of the City, the Authority does not have title to such property.
11. Paragraph XV - The City shall carry third party liability insurance coverage in which the Authority shall be named as an insured to cover the risks contemplated by the indemnification clauses herein in a sufficient amount as to satisfy the Authority.
12. Paragraph XVI - The City shall initially bear the costs of its Real Estate Department, independent appraiser fees, security and demolition costs and site restoration costs. After a newly leased property site is seeded, the Conservation Authority shall pay for the said costs and services other than the Real Estate Department staff services for which the Conservation Authority shall pay one percent of the Authority's purchase price. This compensation to the City shall be reduced in respect of any service or costs not provided to the Authority.
13. Paragraph XVII - The City covenants with the Conservation Authority that it will not assign or sublet without lease provided that, if pursuant to Paragraph XI, buildings have not been demolished, the City may without leave, sublet such premises for residential purposes or the purposes set out in Paragraph XX.
14. Paragraph XX - The City shall at no time, use the demised lands or any parcel or portion thereof for any purpose other than for public open space, park purposes, recreational purposes and their ancillary uses and shall not use or permit the same to be used for any commercial, manufacturing or other business purpose of any kind unless such enterprise is park related and within the general content of the master development plan.
15. Paragraphs XXV and XXVI - This Lease by the City is subject to the approval of the Ontario Municipal Board. This lease by the Conservation Authority is subject to the approval of the Lieutenant Governor in Council.

The properties included in the basic lease and listed on Schedule "A" attached to the lease document total 88. These properties were acquired by the Conservation Authority between the years 1974 to 1979. In addition, properties known as 7 Knapman Drive, 727½ Beach Boulevard, 997 Beach Boulevard and 22 Lagoon Street acquired by the Conservation Authority should be included on Schedule "A" of the lease agreement.

Furthermore, all properties acquired during the year 1980 and to date during the year 1981 will be included in the lease agreement. A list of the properties acquired during the years 1980 and 1981 is attached hereto.

Appendix B:14THE THREE SCENARIOSAssumptions Scenario I

- (a) Estimated total cost for acquiring a house \$30,000.00
- (b) This price will remain static for 22 years.
- (c) Budget allocated annually \$600,000.00
- (d) Demolition cost does not increase over next 22 year period.

Assumptions Scenario II

- (a) (c) Remain the same
- (b) Budget allocated annually \$540,000.00

Assumptions Scenario III

- (a) Estimated total cost for acquiring a house \$36,000.00
- (b) (c) Remains the same as in II.

Total number of properties on Hamilton Beach to be purchased in 1974	550
Total number of properties purchased 1975 - July 1981	119
Total number of properties to be purchased 1981 -	<u>431</u>

No. of Scenarios	No. of properties that can be bought in 1 year	No. of years needed to purchase 431 properties	No. of years needed to purchase 99 properties	Total cost to complete project in total number of years
1	20	22	5	In 22 years - \$13,200,000.00
2	18	24	6	In 24 years - \$12,960,000.00
3	15	29	7	In 29 years - \$15,660,000.00

Table B:15

Dustfall - 1979

Ontario Objective (heavy particulates) Grams/sq metre/30 days
1 month - 7.0
1 year - 4.5

<u>Station</u>	<u>Average Mean</u>			
	1980	1979	1978	1977
*North Park (Beach Strip)	13.9	13.8	12.6	17.7
Kenilworth		5.9	6.1	6.4
Burlington/Ottawa		17.4	14.4	14.6
Barton/Sanford		10.7	9.5	11.5
Woodward/Brampton		5.3	5.0	5.0
Mohawk/Warren		4.5	4.2	6.1

Table B:16SULPHUR DIOXIDES

Ontario Objectives		parts per million	
1 year - .02			
* <u>North Park</u> (Beach Strip)	<u>Year</u>	<u>Annual Average</u>	<u>No. times above Objective</u>
	1981	.020	-
	1980	.014	0
	1979	.012	0
	1978	.013	0
	1977	.017	0
<u>Barton/Sanford</u>			
	1979	.017	0
	1978	.016	0
	1977	.023	0

Appendix B:17Soiling Index for North Park

(fine particulates) .01 part million

	<u>Mean</u>	<u>No time over 10 24 hr. objective</u>
1977	6.3	59
1978	6.7	78
1979	7.3	73
1980	7.2	81
1981	8.0	43 (for 6 months)

Table B:18REDUCED SULPHUR

Ontario Objective (Hydrogen Sulphide)
1 year - 20 parts per billion

<u>* North Park (Beach Strip)</u>	<u>Year</u>	<u>Annual Average</u>	<u>Maximum</u>	<u>No. Time Above Average</u>
	1981	4.0	-	-
	1980	1.8	-	-
	1979	1.6	32	3
	1978	1.2	36	5
	1977	.8	26	2

Barton/Sanford

1979	2.4	144	75
1978	1.6	66	74
1977	1.3	110	65

Table B:19

NITROGEN DIOXIDE

Ontario Objective parts per million
24 hr. - .10

<u>* North Park (Beach Strip)</u>	<u>Year</u>	<u>Annual Average</u>	<u>No. times Above Objective for 24 hours</u>
	1981	.028	
	1980	.028	0
	1979	.034	0
	1978	.040	1
	1977	.045	3

Barton/Sanford

1979	.029	0
1978	.046	3
1977	.057	2

Table B:20

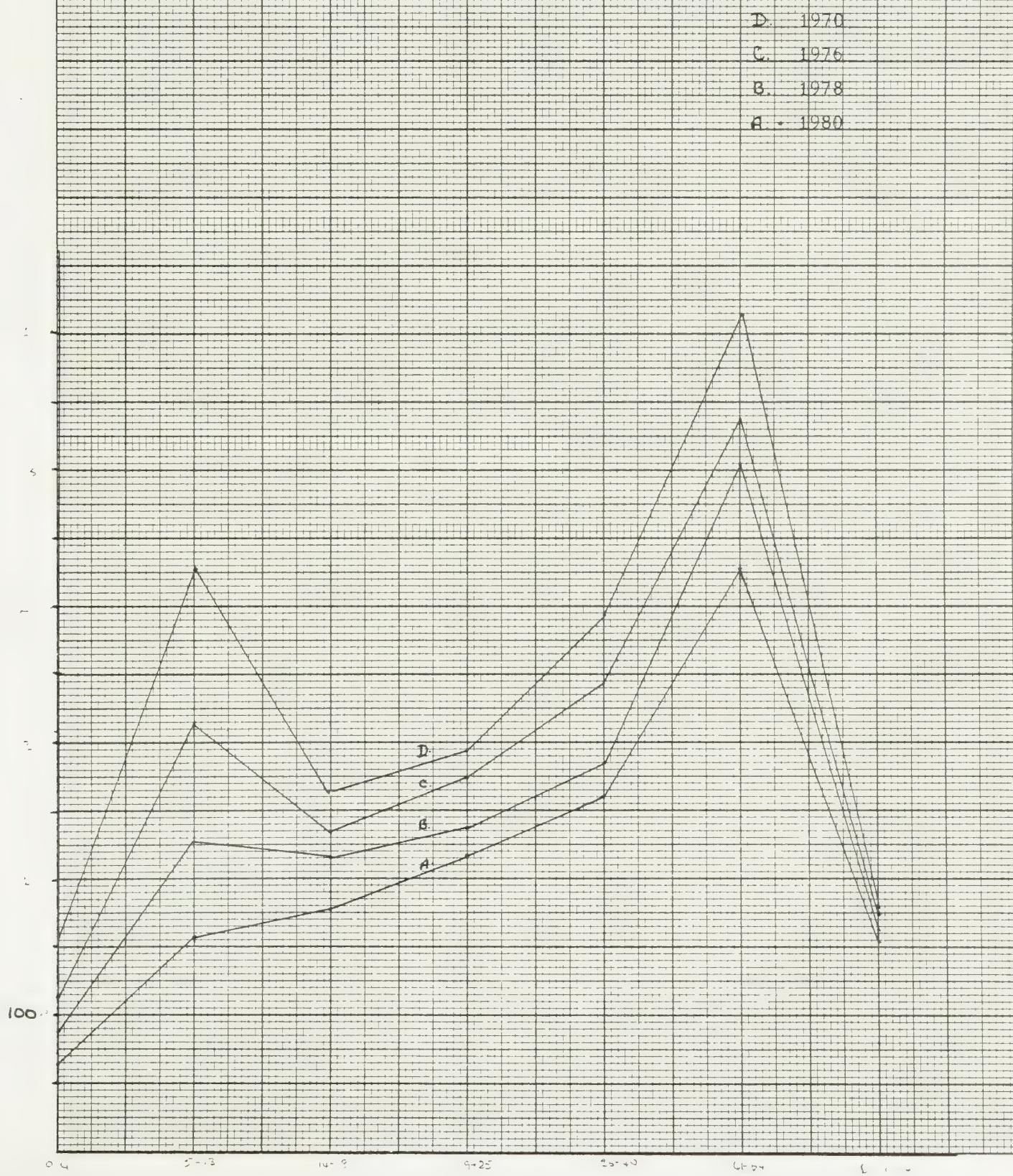
POLLUTION READINGS
SUSPENDED PARTICULATES

Ontario Objective		Micrograms per cubic metre				
24 hr. mean	120	1 year				
1 year mean	60	geometric mean			Maximum	no. time above 120
Station	Number of Samples	1979	1978	1977		
City Hall	56	60	61	54	233	3
* North Park (Beach Strip)	307	96	93	94	316	102
Kenilworth	59	69	70	61	260	4
Burlington/Leeds	58	120	133	95	340	30
Barton/Sanford	319	100	102	96	486	110
Upper Ottawa/ McHawk	59	-	44	-	190	1

POPULATION: VARIOUS AGE GROUPS 1974-1980

Source: The Regional Municipality of
Hamilton-Wentworth Planning Department

Graph G:1



Appendix C:2

POPULATION: VARIOUS AGE GROUPS 1974-1980

Age Group	Male and Female Percentage by Year			
	1974	1976	1978	1980
0-4	6.7	5.6	5.2	4.4
5-13	18.4	15.8	13.2	10.9
14-18	11.3	11.8	12.5	12.1
19-25	12.7	13.7	13.9	14.9
26-40	16.8	17.3	16.6	17.8
41-64	26.4	27.1	29.3	29.3
over 64	7.7	8.7	9.4	10.6

Source: The Regional Municipality of Hamilton-Wentworth Planning Department 1974-1980

"Population by Single Years of Age, Sex, and Selected Age Groups Area Reported 6301 Hamilton Beach"

Appendix C:2

MARITAL STATUS 1971 & 1976

1971

Single, total	1,520
Single, 15 and over	545
Married	1,425
Widowed	115

1976

Single (never married), total	930
Single (never married), 15 yrs and over	420
Married (3)	985
Widowed	105
Divorced	45

Source: Statistics Canada.
Census of Canada 1971, 1976

Appendix C:2HAMILTON BEACH: DWELLINGS

<u>Dwellings</u>		<u>Years</u>
	1971	1976
Occupied Dwellings	820	660
Owner-Occupied	520	440
Tenant-Occupied	295	220
Single detached	555	460
Single attached	35	40
Apartment (Flat)	230	85
Duplex	N/A	75

FOOTNOTES

THE STUDY AREA: HAMILTON BEACH

- 1 T. Melville Bailey, Wentworth Bygones (Hamilton, 1960), p.32
- 2 Ontario, Ontario Government Services, Vol. 7, No. 18, "Burlington Beach Skyway, Large Highway" (Toronto: 1956)
- 3 *Ibid.*, Wentworth Bygones, p.32-33
- 4 Hamilton Regional Conservation Authority, "Project 36, The Beach Strip", Ancaster, October 1974
- 5 Hamilton, Planning and Development Department of the Regional Municipality of Hamilton-Wentworth, Harbour Official Plan, Amendment No. 318 (Hamilton, January 1979), p.2-3
- 6 Ministry of Transportation and Communications, Toronto, Official
- 7 The Regional Municipality of Hamilton-Wentworth Planning Department 1974-1980, "Population by Single Years of Age, Sex, and Selected Age Groups Area Reported 6301 Hamilton Beach"

THE LATE RECREATIONAL YEARS

- 1 Hamilton Spectator, April 4, 1978
- 2 Hamilton Spectator, Dec. 29, 1965, p.24
- 3 Royston Kime, Hamilton Spectator, 1956
- 4 B.J. Henly, "Hamilton in It's Ragtime"
- 5 Royston Kime, Hamilton Spectator, 1958
- 6 Royston Kime, Hamilton Spectator, 1955
- 7 Times Scrapbook, Vol. 2, parts 4 &5
- 8 Hamilton Beach Review, July 1926
- 9 Times Scrapbook, Vol. 2, pt. 5
- 10 Hamilton Spectator, Oct. 23, 1920
- 11 Hamilton Spectator, Feb. 15, 1958
- 12 Royston Kime, Hamilton Spectator, 1956
- 13 Ontario Archives, Files of Beach Commission, 1936-1956
- 14 Ontario Archives, Files of B.B.C., 1936-1956
- 15 Hamilton Herald, May 28, 1907
- 16 Ontario Archives, Ibid.
- 17 Ibic.
- 18 Howard Mickling Scrapbooks
- 19 Hamilton Times Scrapbooks, Vol. 2, part 5
- 20 Royston Kime, Hamilton Spectator, 1956

- 21 Clarence Dean, Wentworth Bygones, Vol. 13, 1981
22 Howard Nicking Scrapbooks
23 Clarence Dean, Wentworth Bygones, Vol. 13, 1981
24 Spectator, May 11, 1951
25 Howard Nickling Scrapbooks
26 Royston Kime, Spectator, 1952
27 Ibid., 1952
28 Interview, Mrs. Wilson, August 1981
29 Interview, Mrs. Ida Love, August 1981
30 Interview, Mr. Castle, August 1981
31 B.J. Henley, Hamilton in It's Ragtime
32 Home and School Association, "Burlington Beach Honours the Memory of Beach Bungalow School", Sept. 1952
33 Kay Dwyer, Saltfleet Then and Now, 1973
34 Home and School Association, 1940
35 Review and Analysis Committee on Bell Cairn Memorial School, Jan. 1980
36 Board of Education Release Sheet, Jan. 15, 1981
37 Review and Analysis Committee on Bell Cairn Memorial School, Jan. 1980
38 Survey Results, June 1981
39 Review and Analysis Committee on Bell Cairn Memorial School, Jan. 1980
40 Board of Education Release Sheet, Jan. 15, 1981
41 Howard Nickling Scrapbooks
42 Interview, Mrs. Wilson, August 1981
43 Howard Nickling Scrapbooks
44 Ibid.
45 Ibid.
46 Ibid.
47 Ibid.
48 Minutes of Meetings of Burlington Beach Property's Owner Association, 1952-1963
49 Minutes of the Meetings of Hamilton Beach Community Council 1969-1977
50 Minutes of the Meegings of Hamilton Beach Preservation Committee 1977-1981
51 The Hamilton Spectator, 9 June 1951

HAMILTON BEACH: AFTER ANNEXATION

- 1 Ontario, Legislature of Ontario Debates, 15 March 1956, p.1088, 1415, 1551
2 The Hamilton Spectator, Jan. 1965
Scrapbook No. 16

- 3 "City Official Unworried About Beach Annexation", Hamilton Spectator
 "Burlington Beach to Become Part of Hamilton", The Globe & Mail, 20 March
 1956
 "Province Tosses City Scrap of Halton in Annexation Bill", Hamilton Spectator
 16 March 1958
Ibid., Legislature of Ontario Debates, 1956
- 4 "Vote to Decide Future of Burlington Beach", Hamilton Spectator, 26 October
 1946
 "Beach Committee Seeks Incorporation as Village", Hamilton Spectator, 11 May
 1951
- 5 Ibid., "Province Tosses City Scrap of Halton in Annexation Bill"
- 6 Ibid., Hamilton Spectator, 11 May 1957
- 7 Ibid., Legislature of Ontario Debates, 15 March 1956
- 8 Hamilton Beach Files
- 9 Hamilton Beach Files

OFFICIAL PLANS 1969-1980

- 1 The City of Hamilton Planning Department, 1969 Official Plan for the Beach Strip, p.42
- 2 Ibid., The Beach Strip, p.12-15
- 3 Ibid., The Beach Strip, p.20
- 4 The Regional Municipality of Hamilton-Wentworth Official Plan, June 1979,
 p.i
- 5 Ibid., p.i-iii
- 6 Ibid., p.v, vi-vii
- 7 Ibid.
- 8 Planning and Development Department, City of Hamilton Official Plan, March
 1980, p.ii
- 9 Ibid., City of Hamilton Official Plan, 1980, p.ii

THE SKYWAY BRIDGE 1957

- 1 Ontario, Ontario Government Services, "Burlington Beach Skyway Large Highway Expenditure Completes Queen Elizabeth Way-Toronto-Niagara Falls" Vol. 7, No. 18, Toronto: 15, November 1956
- 2 Ibid.
- 3 Ibid.
- 4 Ibid.
- 5 Hamilton Review, "Burlington Skyway To Be Second Largest Span World Construction Has Started", 4 June 1955
- 6 Ibid., Hamilton Review

- 7 "Skyway Among Largest in the World", Hamilton Spectator, 4 May 1956
- 8 Ibid., Ontario Government Services, 15 December 1956
"The Longest Ontario Bridge Planned for Burlington", Hamilton Spectator,
6 August 1954
- 9 Ministry of Transportation and Communications
- 10 Hamilton Beach Community Files
- 11 Ibid.
- 12 Survey, Summer 1981, Mrs. Willson - Beach resident
- 13 Ibid., Survey, Summer 1981
- 14 Ibid., Hamilton Beach Files
- 15 The Planning Department of the City of Hamilton, 1969 Official Plan for
the Beach Strip, Hamilton, December 1969
- 16 Ministry of Transportation and Communications, Toronto
- 17 Ibid.
- 18 Ibid.
- 19 Hamilton Regional Municipality cf Hamilton-Wentworth, City of Hamilton
District Queen Elizabeth Way Guelph Line to Highway 20, WP 83-74
Environmental Assessment Report, November 1979
- 20 McCormick Ramkin et al., Guelph Line to Highway 20 - WP 22-66-00, Ministry
of Transportation and Communications, 1975, p.88
- 21 Ibid., Guelph Line to Highway 20, p.81
- 22 City of Hamilton Official, Hamilton Real Estate Department
Hamilton Regional Conservation Authority, Mr. Vanderbrug
- 23 Ibid., Guelph Line to Highway 20, p.68
- 24 Burlington, City of Burlington, "Redevelopment of Queen Elizabeth Way From
Guelph Line in Burlington to Highway 20 in Hamilton" 10 August 1981
Motion passed by the Corporation of the City of Burlington Council", 22
June 1981
- 25 Hamilton Regional Conservation Authority, RE: "Environmental Assessment
Report - Type I Queen Elizabeth Way Burlington to Hamilton Feasibility
Study", W.P. 83-74, District 4, File No. P38-20, MTC QEW Guelph Line
to Highway 20, Sec 1.5 p.9-10
- 26 Motion passed by the Corporation of the City cf Burlington Council, 22 June
1981
- 27 Ibid., Hamilton Regional Conservation Authority, File No. P36-20
- 28 V. Hugel et al., Queen Elizabeth Way Guelph Line to Highway 20, W.P. 83-74
District 4
Environmental Assessment Report Type 1 - November 1979
- 29 Ibid.
- 30 Hamilton Beach Files
- 31 Ministry of Transportation and Communicatcions, Toronto

CONTEMPORARY DEVELOPMENTS 1970s - 1980s

- 1 Interviews - Hamilton Regional Conservation Authority, Mr. Vanderbrug
Hamilton City Hall, Real Estate Department
Project 36. "The Beach Strip". Ancaster, Oct. 1974
- 2 Ibid., Interviews
- 4 Hamilton Beach Files
- 5 "Q.E.W. May Require 95 Beach Homes", Hamilton Spectator, 27 June 1973
- 6 Hamilton Beach Files
Hamilton Real Estate Department
- 7 The Halton-Wentworth Waterfront Study, P.E. Wade, Acres Consulting Services Limited, June 1974, p.26
- 8 Ibid., p.26
- 9 Ibid., p.26
- 10 Meeting of Hamilton City Council, 28 August 1973, p.669
- 11 Interview, Hamilton Regional Conservation Authority
- 12 Ibid., "Project 36: The Beach Strip"
- 13 Ibid., Project 36
Interview, Hamilton Regional Conservation Authority
- 14 Ibid., Project 36
- 15 Hamilton City Hall
- 16 Ibid., Hamilton Regional Conservation Authority
- 17 Hamilton Regional Conservation Authority
Hamilton Real Estate Dept., City of Hamilton
- 18 Hamilton Real Estate Dept., City of Hamilton
- 19 Hamilton Real Estate Dept., City of Hamilton
- 20 Ibid., Hamilton Real Estate Dept.
Hamilton Regional Conservation Authority
- 21 The Corporation of the City of Hamilton. File No. 80.12.55, 6 July 1981
Hamilton Real Estate Department
- 22 Hamilton Real Estate Department
- 23 Hamilton Regional Conservation Authority
- 24 Hamilton Real Estate Department

FOOTNOTESINDIAN ERA - RECREATIONAL ERA

- (1) Frank Woods, "Indian Relics Found in the City of Hamilton", Wentworth Historical Society, 1915
- (2) Donald B. Smith, "The Dispossession of the Mississauga Indians", Ontario History, June 1981
- (3) Ibid.
- (4) J.H. Smith, "Historical Sketch of the County of Wentworth", Wentworth Historical Society, 1897
- (5) Donald B. Smith, op.cit.
- (6) Ibid.
- (7) J. Ross Robertson, The Diary of Mrs. John Graves Simcoe, (Toronto: William Briggs, 1911) p.320
- (8) Ibid.
- (9) Hamilton Spectator, Feb. 26, 1944, Charles McCullough, "The Kings' Head Inn"
- (10) The Ghent Papers (c.1890), Files of Rev. T.M. Bailey, Hamilton
- (11) Robertson, op.cit., p.321
- (12) Ibid.
- (13) Ibid.
- (14) Frank L. Jones, "The Burlington Races", Wentworth Bygones, No. 5, 1964
- (15) Hazel C. Matthews, Oakville and the Sixteen, (Toronto: U. of T. Press, 1971)
- (16) Mabel Bulkholder, "Out of the Storied Past", Hamilton Spectator 1958
- (17) Claire Emery, From Pathway to Skyway, Burlington: 1967
- (18) Robert Gourlay, Statistical Account of Upper Canada (1822), Abridged by S.R. Meaning (Toronto: McClelland and Stewart Ltd., 1974)
- (19) Matthews, op.cit.
- (20) Newspaper clipping found in the diary of George Thompson, Burlington Canal Lighthouse Keeper 1846-1875 (Extracts), Joseph Brant Museum

- (21) Ghent Papers, op.cit.
- (22) Hamilton Beach Files, Burlington Public Library
- (23) Hamilton Spectator, Sept. 23, 1919
- (24) Royston C. Kime - Letter to the Editor of the Hamilton Spectator (c.1958) in scrapbook of Mrs. W. Willson, Beach Blvd.
- (25) Thompson Diary, op.cit.
- (26) Ibid.
- (27) Ghent Papers, op.cit.
- (28) Hamilton Spectator, July 15, 1946
- (29) Burlington Gazette, Nov. 29, 1899
- (30) Royston C. Kime, op.cit.
- (31) Thompson Diary, op.cit.
- (32) Ibid.
- (33) Burlington Gazette, April 20, 1899
- (34) Ibid.
- (35) W.F. Johnson, "The Historical Evolution of Hamilton Beach" (1945),
Wentworth Bygones, No. 2, 1960
- (36) Historical Atlas of Halton County, (Toronto: Walker and Miles, 1877)
- (37) Burlington Gazette, 1899
- (38) Ibid.
- (39) Hamilton: The Birmingham of Canada, Hamilton, 1892
- (40) Hamilton Spectator, July 18, 1892
- (41) Ibid., March 6, 1893
- (42) Ibid., Oct. 25, 1899
- (43) Hamilton Times, May 30, 1892
- (44) Burlington Gazette, Oct. 25, 1899
- (45) Ibid., Nov. 15, 1899
- (46) Hamilton Spectator, June 27, 1981

"PROBLEMS, PROBLEMS, PROBLEMS": THE SEVENTIES - THE EIGHTIES

- 52 Howard Nickling Scrapbooks
53 Ibid.
54 Hamilton Herald Scrapbooks, Vol. Bl Beach
55 Gardiner Scrapbooks, Vol. 135
56 Hamilton Herald Scrapbooks, Vol. Bl. Bay
57 Wm. Johnson, Wentworth By Gones, no. 2, 1960
58 Howard Nickling Scrapbooks
59 Minutes of the meeting of Hamilton Beach Community Council
60 Spectator, June 10, 1929
61 Burl. Bay Skyway Bridge Scrap book, Vol. 4
62 Ibid.
63 Spectator, Sept. 5, 1964
64 Correspondence of Hamilton Beach Community Council, 1973
65 Interview, David Godley, City Planner, May 1981
66 Spectator Clippings, 1970 - Hamilton Beach
67 Howard Nickling Scrapbooks
68 Hamilton Spectator, 1976
69 Survey Results of 227 residents, June 1981
70 Hamilton Health
71 Survey Results of 227 residents, June 1981
72 Correspondence of Burl. Beach Property Owners Assoc., 1963
73 Minutes of Meeting of Hamilton Beach Community Council
74 Interview, Ben Vanderbrug, Regional Conservation Authority, July 1981
75 Survey Results of 227 residents, June 1981
76 Interview, Angie Ci ?, City Real Estate Department, July 1981
77 Survey Results of 227 residents, June 1981
78 Correspondence of Burl. Beach Property Owners Association, 1966
79 Spectator, Dec. 15, 1976
80 Correspondence of Hamilton Beach Community Council, 1976
81 Spectator, March 16, 1976
82 Correspondence of Hamilton Beach Preservation Committee, 1977
83 Spectator, April 18, 1977
84 Statement for Press Release by H.B.P.C., 1977
85 Spectator, May 29, 1980
86 Ministry of Environment, Hamilton's Air Quality, 1979
87 Survey Results of 227 residents, June 1981

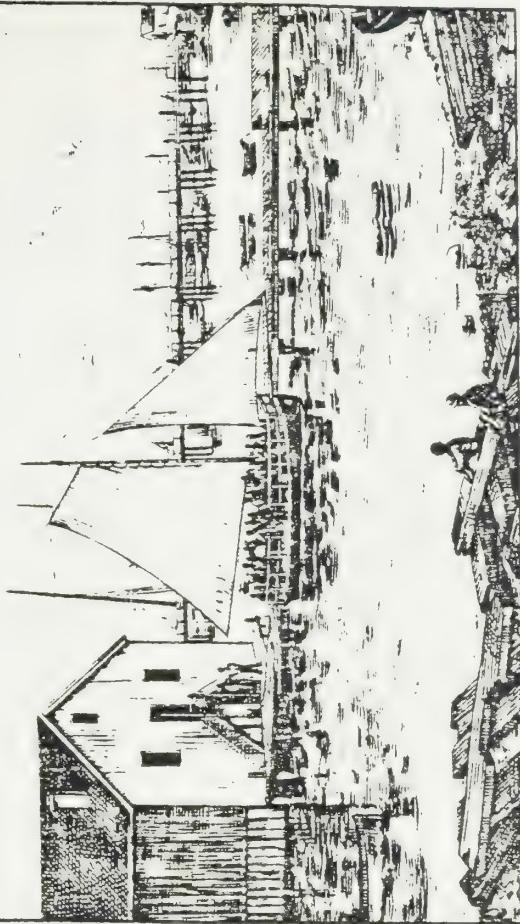
APPENDIX A.1

FROM: LADY SIMCOE'S DIARY

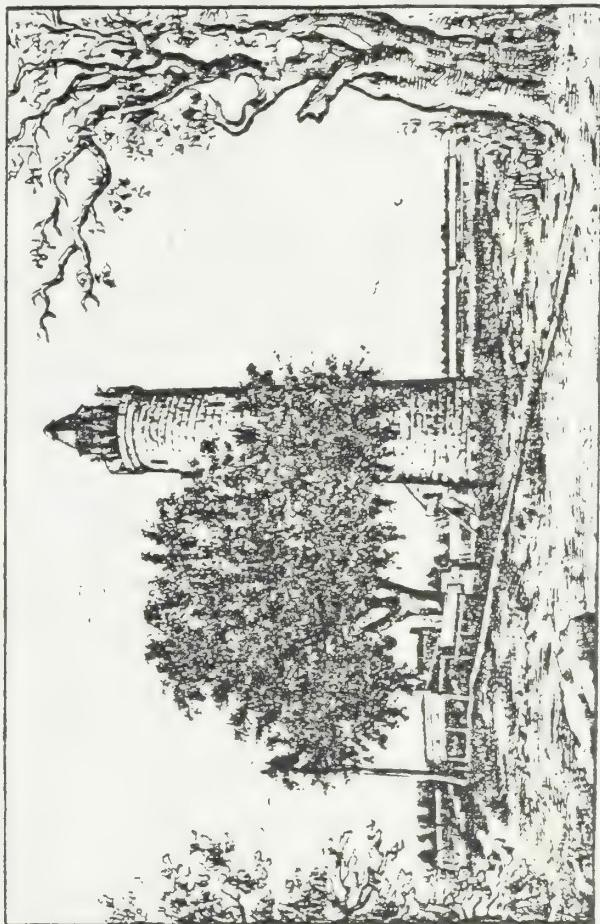
IBY: J PIKOR



APPENDIX A:2



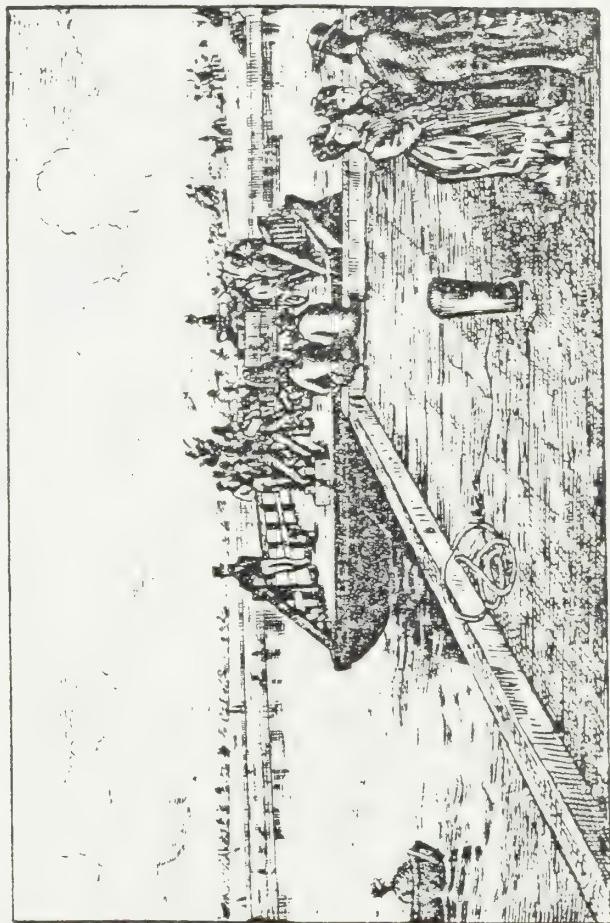
GALT HOUSE, AND YACHT VISTA.



LIONS HOTEL, BURLINGTON BEACH.



BURLINGTON BAY CANAL.

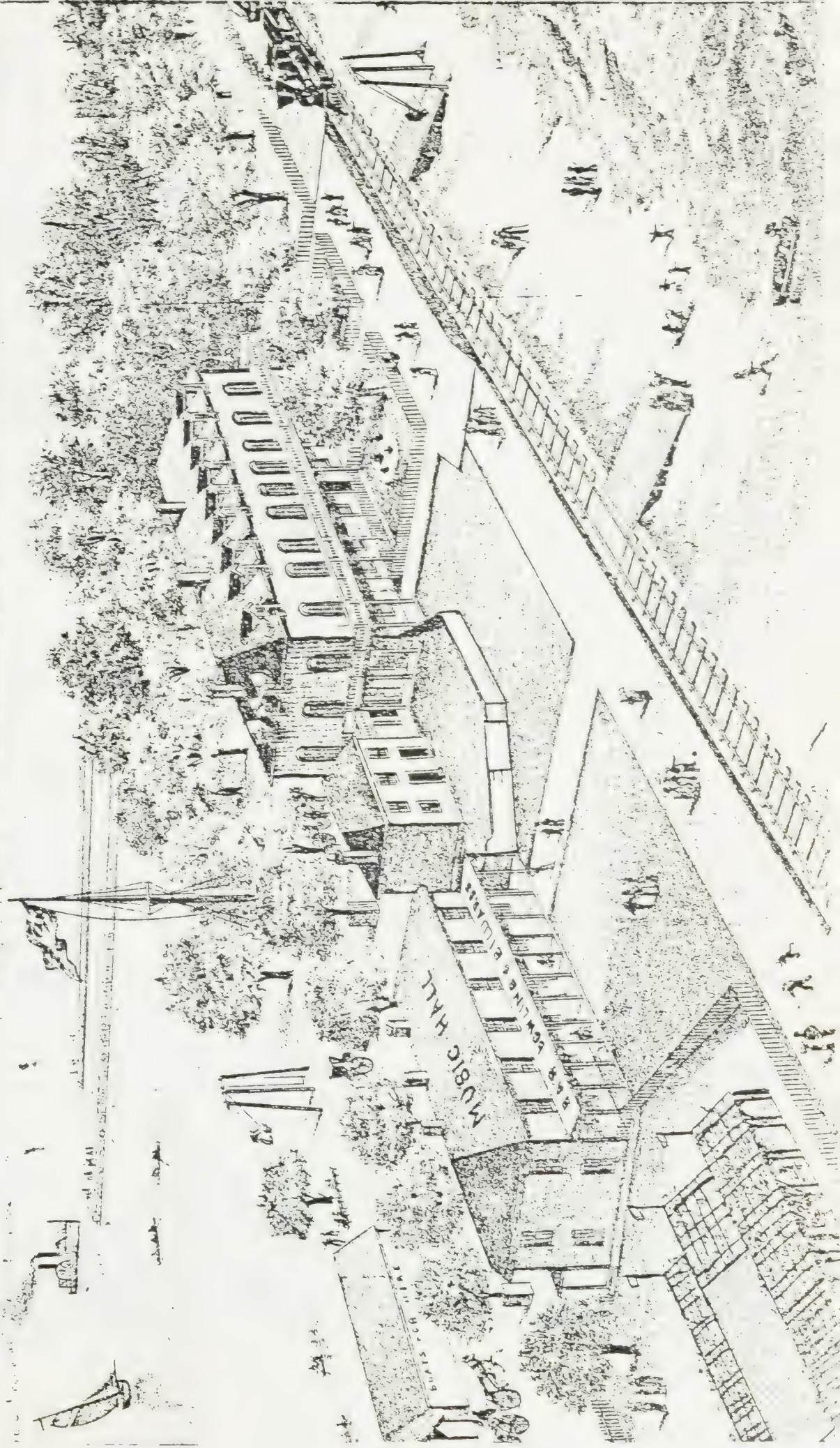


LAKE AVENUE, BURLINGTON BEACH.

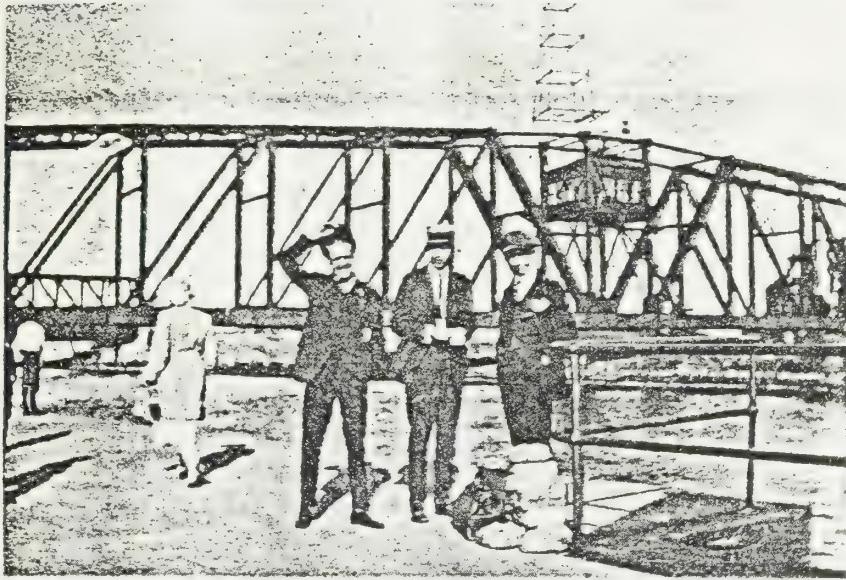
HAMILTON—SKETCHES ON BURLINGTON BAY.—BY J. Q. MACKEY.

THE OCEAN HOUSE - 1875

APPENDIX : A3

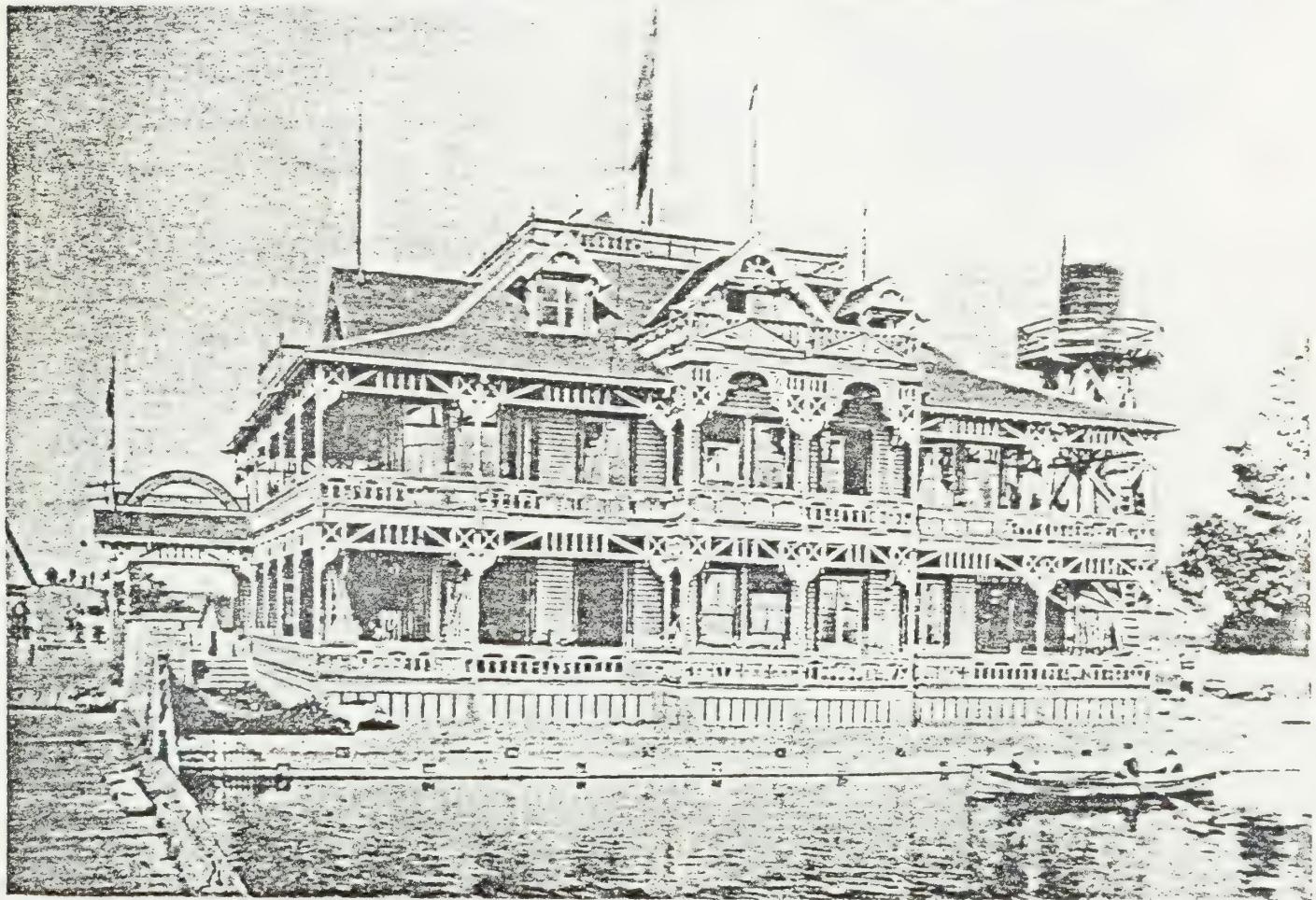


APPENDIX A:4



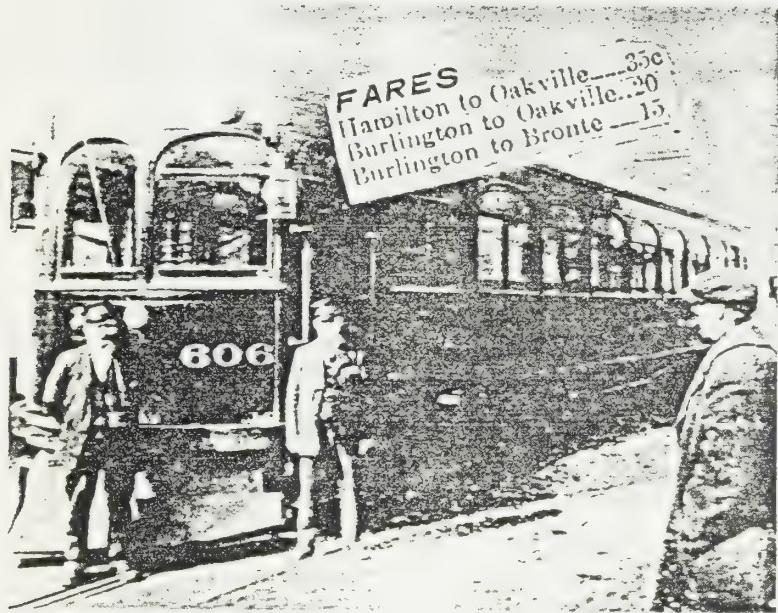
Passengers
awaiting
transportation.

The Royal Hamilton Yacht Club before the fire that destroyed it. A real social centre at the Beach.



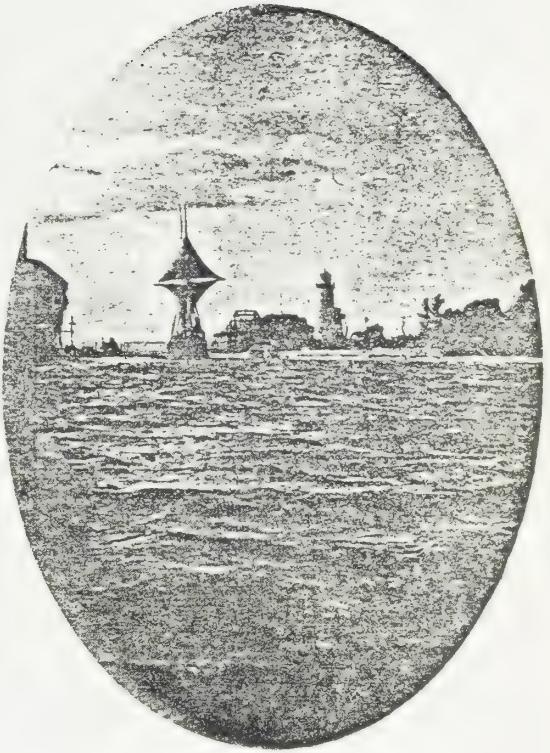
APPENDIX A:5

Memories of the beach.

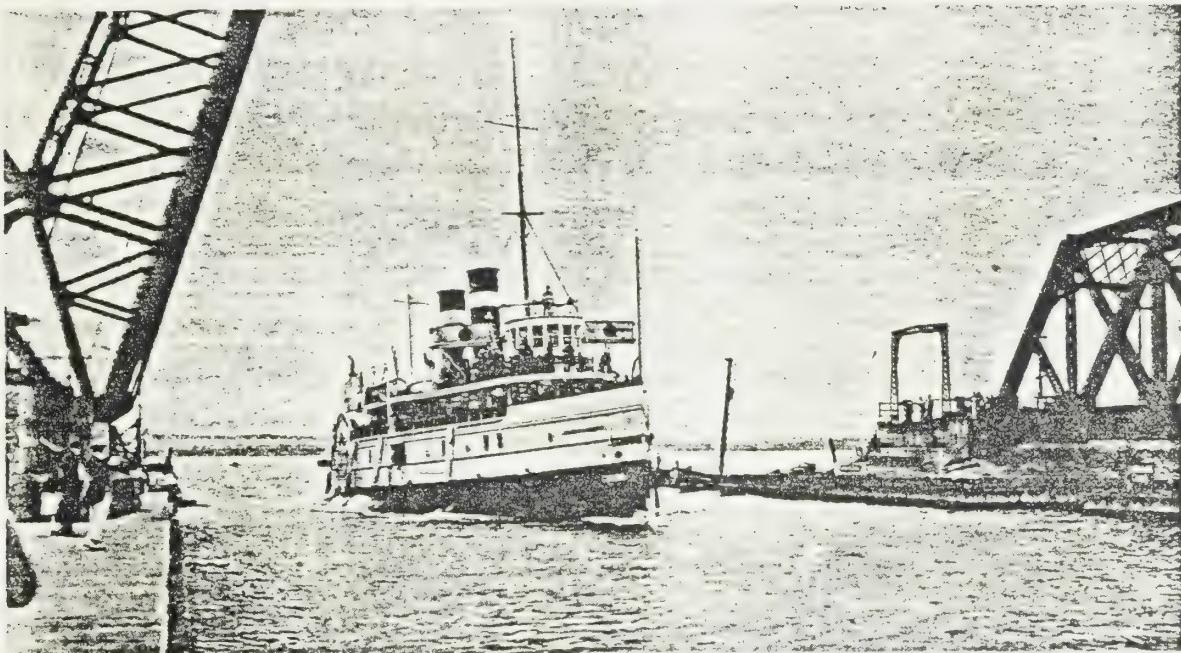


The Radial Line from Hamilton to Bronte.

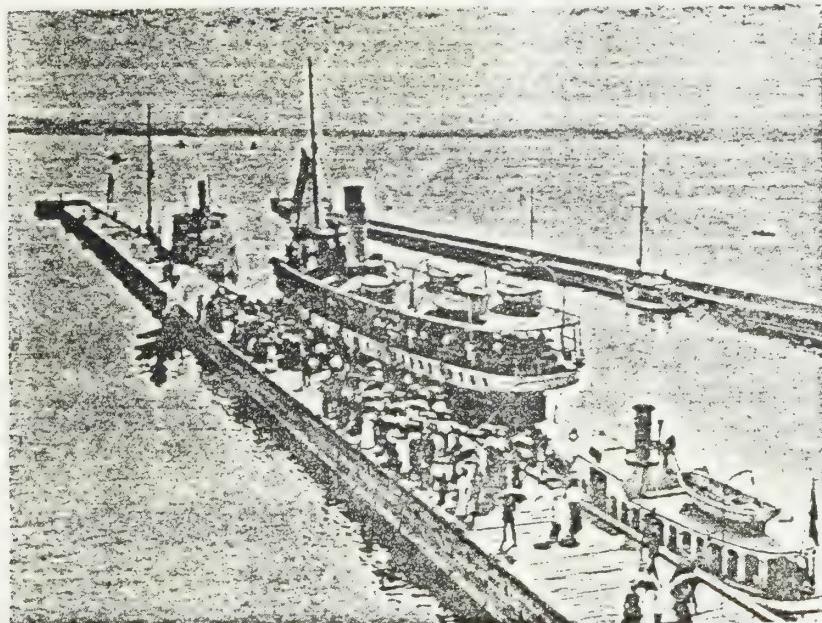
All set in the latest swimming suits.



APPENDIX A:6

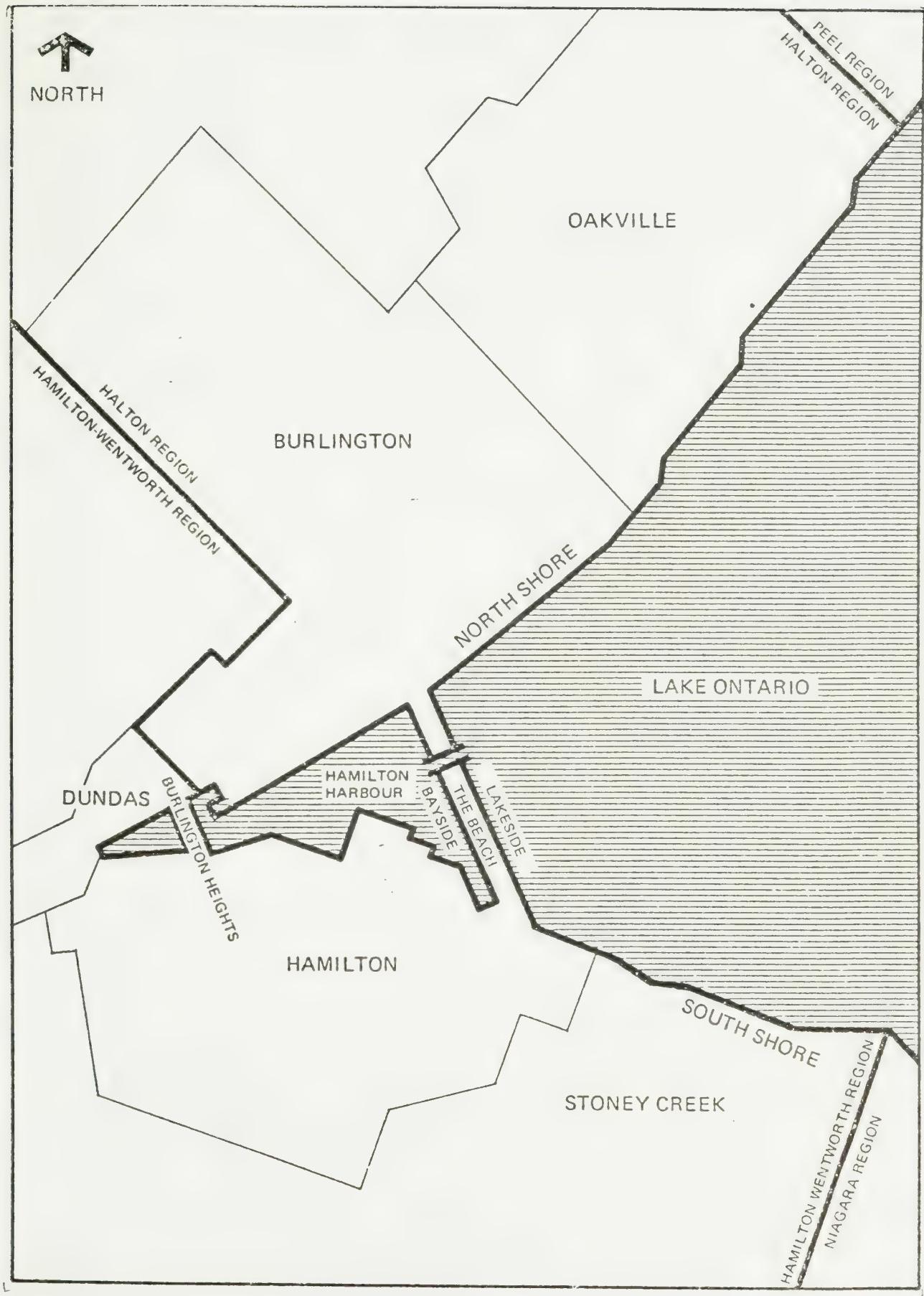


The "Corona" on return trip to Toronto.



The "Macassa"
taking on
passengers.

APPENDIX D:2

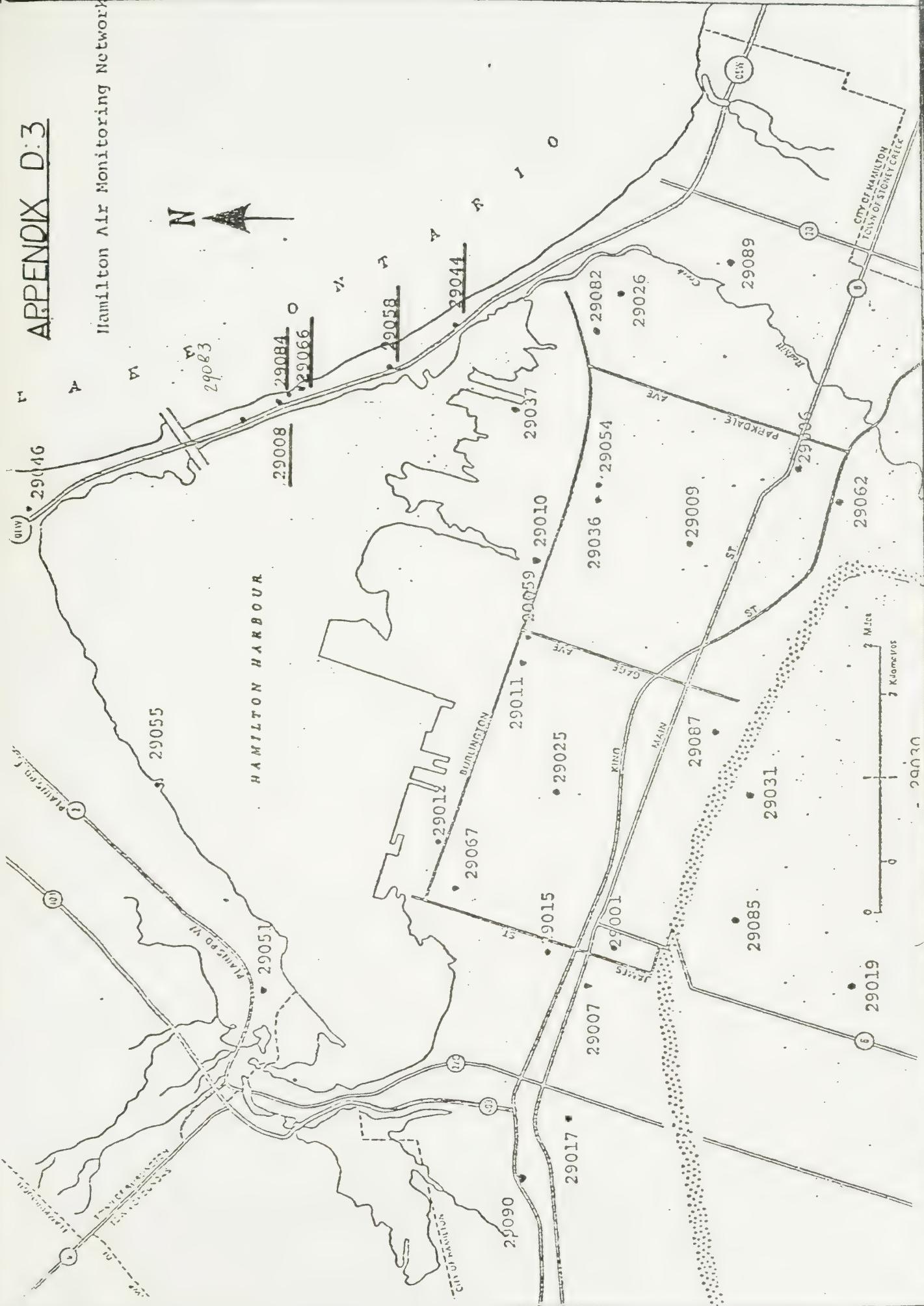


APPENDIX D:3

Hamilton Air Monitoring Network



HAMILTON HARBOUR

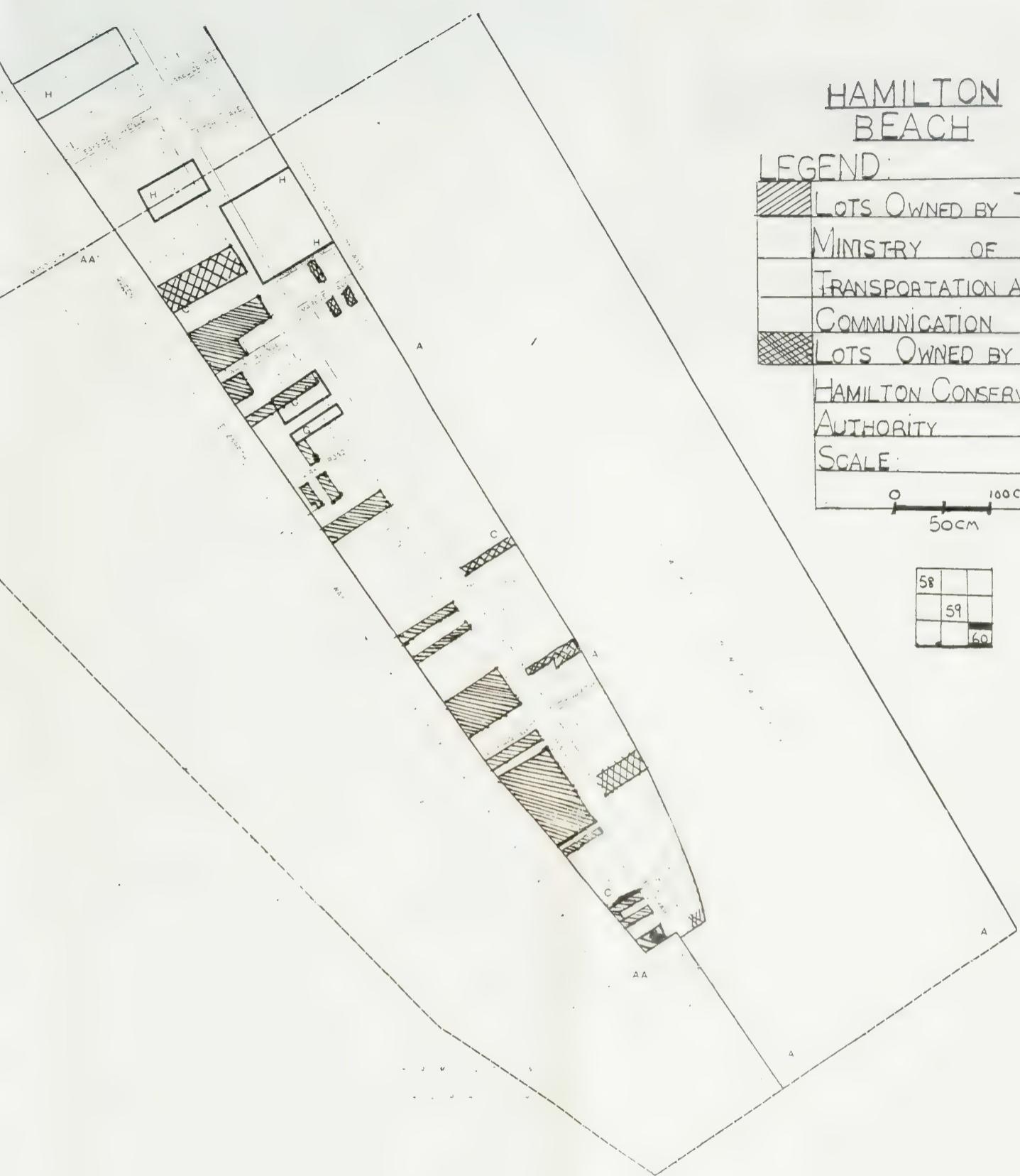
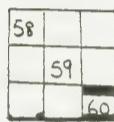
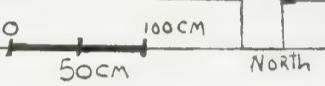


HAMILTON BEACH

LEGEND:

	LOTS OWNED BY THE MINISTRY OF TRANSPORTATION AND COMMUNICATION
	LOTS OWNED BY THE HAMILTON CONSERVATION AUTHORITY

SCALE:



HAMILTON BEACH

LEGEND

	LOTS OWNED BY THE MINISTRY OF TRANSPORTATION AND COMMUNICATION
	LOTS OWNED BY THE HAMILTON CONSERVATION AUTHORITY

SCALE:

